



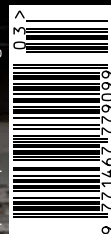
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When it comes to awesome tuned automobiles, I'm sure that the majority of you out there are like us here at *Japanese Performance*. By that I mean that you can appreciate pretty much any modified car, regardless of make or model, as long as the owner has carried out the modifications to a high standard and they work to improve the performance or looks of the car in question. Pretty standard, right? But even with such broad-minded opinions on the performance car scene, we all secretly have our favourites. Obviously, if you're reading this magazine, your preference lies within cars whose manufacturers hail from the Land of the Rising Sun, but even then we can whittle it down to our individual make and model of choice, if really pushed. But what about having to choose between two different examples of your favourite model? That can sometimes be a tad trickier, but it's a question we have posed for you this month in each and every feature in this magazine. You see, in each feature we've doubled up and presented you with two variations on the same theme to give you the chance to decide which you think comes out on top.

We kick things off with two incredible Nissan GT-Rs, starting on page 18. Both built by Bulletproof Automotive in the US and both at the very cutting edge of R35 tuning. The first is a fully carbon bodied lightweight with the kind of attention to detail that would make Pagani proud, and the second is a wide arched GT1 replica for the road that's pushing over 1100bhp. Both exquisitely built, but offering very different propositions to their owners. Which floats your boat?

Next up is a pair of AE86 Truenos owned by two retro-obsessed brothers. One is the epitome of Corolla tradition, while the other has a turbo'd S20 shoved under the bonnet to make it into a lairy drift machine. Again, both have their merits, but are equally likely to spilt opinion amongst the faithful.

We also have a pair of pugilistic Imprezas, one steroid-injected classic saloon and one low and wide wagon – both tuned with the drag strip in mind – and also two Tarmac terrorising Mazda MX-5s (left). One is packing wide arches and a turbocharger under its bonnet, while the other is stripped, caged and supercharged, but each is covered in the rarest MX-5 parts available. That's not to mention two of the finest Honda S2000s we've ever seen. Both turbocharged and both styled to perfection, choosing a winner in this head-to-head will be difficult, to say the least.

So, pick your favourites as you go along and see how they stack up to your mates' choices. You never know, you may have more in common than you think, just don't go throwing punches if you don't!

DAN SHERWOOD





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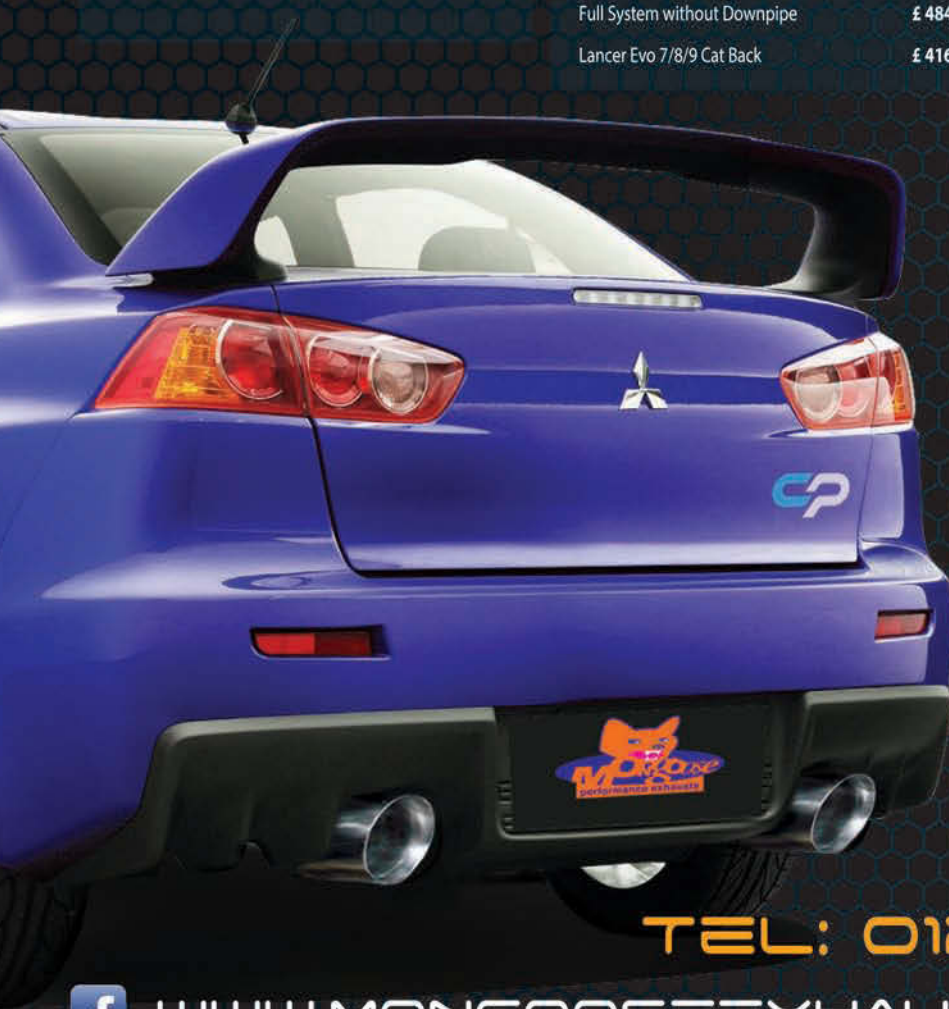
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Accord Type-R CH1 1998-2003, Full System without Cat Replacement	£ 681.08	Lancer Evo 4/5/6		Lancer Evo X	
Accord Type-R CH1 1998-2003, Full System without Downpipe	£ 643.25	Full System without Cat Replacement	£ 605.40	Full System with Cat Replacement	£ 857.66
Accord Type-R CH1 1998-2003, Full System without Downpipe	£ 643.25	Lancer Evo 4/5/6		Lancer Evo X Cat Back	£ 699.10
Accord Type-R CH1 1998-2003, Cat back	£ 552.44	Full System without Downpipe	£ 514.59	NISSAN	
Civic Sport EP2 2001-2005, Cat Back	£ 446.49	Lancer Evo 4/5/6 Cat Back	£ 454.05	300ZX (Does not fit SWB cars), Cat Back	£ 718.92
		Lancer Evo 7/8/9		350Z, Cat Back and Cat Replacements	£1,051.90
		Full System with Cat Replacement	£ 643.25	Nissan 350Z, Cat Back	£ 749.19
		Lancer Evo 7/8/9		SUBARU	
		Full System without Cat Replacement	£ 590.27	Impreza Turbo 2001-2007	
		Lancer Evo 7/8/9		Full System with Cat Replacement	£ 718.92
		Full System without Downpipe	£ 484.32	Impreza Turbo 2001-2007, 1st Cat Back	£ 491.90
		Lancer Evo 7/8/9 Cat Back	£ 416.22	Impreza WRX 08 on (Single Exit)	
				Full System with Sports Cat	£ 1,113.84
				Impreza WRX 08 on (Single Exit)	
				Full System with Cat Replacement	£ 851.76
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				Cat Back and Cat Replacement	£ 529.73
				MR2 Mk2 1991on, Cat Back	£ 446.49
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				Celica GT4 ST205 1993-1999 Cat Back	£ 544.86
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Turbocharged Honda S2000s offer speed, style and individuality to the max!

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Garage Whifbitz dual-clutch transmission adaptor kit for Toyota Supra; Mishimoto shift knobs; Spoon suspension bush kits for Civic and Integra; Powerflex anti-roll bar bushes for Mitsubishi Evo; Liberty Walk body kit for Nissan R35 GT-R; TFS Motorsport Skyline coil packs; Goodridge 'Phantom' brake lines for FK2 Type-R; Gaz adjustable top mounts for Mazda RX-7 FB; Good-Win-Racing exhaust for Mazda MX-5; Twenty coilovers for Lexus IS200

84 READERS' RIDES

Our favourite readers' rides this month. The winner gets a Meguiar's Gold Class Wash & Wax kit worth £25! Has your car got what it takes to win?

86 THE GARAGE

Project EP3 Type R gets a DC Sports de-cat manifold and full 2.5in custom stainless steel exhaust from EMP Performance, Project Hel FK2 Type R gets the full Forge Motorsport treatment and Project Rotary retruns to the fold!



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SUBARU STORMS INTO

PLATO AND TURKINGTON TO PILOT NEW SUBARU LEVORG BTCC CHALLENGERS

Hold on to your hats, Subaru are entering the British Touring Car Championship! Jason Plato and Colin Turkington will be the drivers, both behind the wheel of all-new Subaru Levorg Sports Tourers. The cars will be prepared by Team BMR, who have struck a three-year deal with Subaru that will see the Japanese manufacturer appear in the BTCC for the first time.

Paul Tunnicliffe, Managing Director for Subaru UK & Ireland, said: 'Although the Levorg features the famed Subaru all-wheel drive system, the car can be easily developed to compete with rear-wheel drive

in order to comply with the BTCC regulations...so we can't wait to see how it goes against very established competition.'

Both cars will be driven to their absolute limits. Between them Plato and Turkington have over 100 race wins and four Drivers Championship titles. It's no coincidence that Colin Turkington has won two BTCC Championships in rear-wheel drive cars. While Jason Plato is one of the most experienced drivers on the grid, and played an important role in securing the manufacturer's support.

The Levorg Sports Tourers will keep their

four-cylinder boxer engines, although they will be adapted to meet the Next Generation Touring Car (NGTC) rules. As a rough guide this means a cost-effective, fly-by-wire 2.0-litre turbocharged engine putting out over 300bhp, with a burst of overboost on top. All the cars are fitted with slick tyres and have brakes larger than most cars' wheels.

The Team BMR Levorg Sports Tourers will be official revealed at Donington Park on Tuesday 22nd March, and race for the first time at the opening round of the 2016 Dunlop British Touring Car Championship at Brands Hatch on 2nd and 3rd of April.



WHY A LEVORG?

'The Levorg is Subaru's newest car and the one it wants to promote, which is why it has been chosen as the basis of the BTCC car,' explains Team BMR's boss Warren Scott. 'Although it is an estate car, it has a very strong drag co-efficient. Also, the dynamics of the boxer engine mean that the weight is lower down in the unit, which will help with the weight distribution of the car, improving the handling on the track.'

'If you looked at all of the cars available that could have fitted in to the BTCC regulations, the Levorg would be very high up on that list, which is why we are delighted to have secured this deal to run the Levorg as a factory backed team.' Subaru has a strong history in motor sport, most prominently in the World Rally Championship in the 1990s and 2000s.

Jason Plato, who had a hand in putting

the deal together, believed the Levorg would make the perfect platform for a successful BTCC challenger: 'From all the initial work that has been done on the car, I am buzzing with excitement about this. It is almost the perfect car for the modern generation of touring cars. Subaru is an iconic name with a successful motorsport heritage, and we want to write the next chapter with the firm.'

THE BTCC!

WHAT IS A LEVORG?

THE LEVORG IS SUBARU'S LATEST MODEL PITCHED AS A REPLACEMENT FOR THE POPULAR LEGACY LINE OF MODELS. THE RATHER STRANGE NAME ACTUALLY COMES FROM AN AMALGAMATION OF 'LEGACY', 'REVOLUTION' AND 'TOURING'.

PACKING UNDERPINNINGS FROM THE SUBARU STI WRX IT FEATURES THE RENOWNED FOUR-WHEEL DRIVE SYSTEM WHICH SUBARU FANS LOVE, BUT LACKS SOME OF THE SALOON'S MORE COMPLEX ADJUSTABLE DIFFS SETTINGS.

FEATURING A 1.6-LITRE, FOUR-CYLINDER, DIRECT INJECTION BOXER ENGINE MAKING 168BHP AND 184LB FT, IT'S NOT GOING TO BE TAKING MANY FANS AWAY FROM THE STI WRX, BUT AS A MORE PRACTICAL SOLUTION THAT'S STILL FUN TO DRIVE, IT COULD STILL BE A WINNER - ESPECIALLY IF YOU COULD FIT ONE WITH THE WIDE-ARCH BTCC KIT PICTURED HERE!



JAPANESE CARS IN THE BTCC

SOME OF OUR FAVOURITE JAPANESE CARS TO COMPETE IN THE BRITISH TOURING CAR CHAMPIONSHIP

HONDA YUASA RACING HONDA CIVIC TOURER
THIS CIVIC TOURER BECAME THE FIRST ESTATE CAR TO SECURE A PODIUM FINISH IN A BTCC. MATT NEAL GRABBED THIRD PLACE IN THE DEBUT RACE FOR THE CAR, AT THE OPENING ROUND OF THE BTCC AT BRANDS HATCH IN 2014



DYNOJET TOYOTA AVENTIS

THE DYNOJET AVENTIS RECORDED THE FIRST PODIUM FOR AN NGTC-ENGINE BTCC CAR, WITH FRANK WRATHALL JNR BEHIND THE WHEEL. IN 2016 ROB AUSTIN WILL BE BEHIND THE WHEEL OF A NEW TOYOTA AVENTIS BTCC CAR



MSD/PRODRIVE HONDA ACCORD

MSD AND THEN PRODRIVE DEVELOPED HONDA ACCORDS TO COMPETE IN THE BTCC. WITH THEIR TUCKED WHEELS THE HONDA SALOONS LOOKED GREAT!



RML NISSAN PRIMERA GT

WINNER OF BOTH THE 1999 MANUFACTURER AND DRIVER CHAMPIONSHIPS, THE NISSAN PRIMERA BTCC CAR WAS PREPARED BY RAY MALLOCK LIMITED AND FEATURED A SCREAMING 2.0-LITRE NATURALLY-ASPIRATED SR20DE ENGINE PUTTING OUT OVER 300BHP. THE PRIMERA WAS ALSO THE FIRST JAPANESE CAR TO WIN A BTCC CHAMPIONSHIP



CUSTOM CARBON BODY FOR TIME ATTACK EVO

'Aero' is still the buzzword in Time Attack and Evo IX GT driver Richard Marshall is on the ball. For 2016, Rich's Lancer Evolution will be covered in a bespoke carbon-fibre body created by Karbonetix Carbon. The owner John Jones used to work in F1, and will be creating a high-downforce skin in ultra light pre-preg, or 'dry carbon' as it's often known. This material is even lighter than its shiny 'wet carbon' relation and is often ignored simply because it is so expensive; the cost of pre-preg materials alone for Rich's Evo is around £30,000! Rich has his sights on the 2016 Pro Extreme Championship title, to complement his 2012 Club 4WD and 2014 Pro Time Attack Championships, plus numerous victories across Europe. You can discover more about Rich's build on his 'Rich Marshall Racing' Facebook page, and follow his adventures in the UK, Dutch and Italian Time Attack Championships, as well as the Turner GP in Germany. There are also rumours circulating that Ben Collins, a.k.a 'The Stig', could drive the car at one round in the UK. Rich's first competitive outing in the car will be at the opening round of the UK Time Attack Championship at Cadwell Park on Sunday 24th April.



CONTROL TYRE FOR TIME ATTACK

Tyre manufacturing giant Pirelli has joined forces with the Time Attack Championship until 2018. This means that every car in the Championship must be equipped with Pirelli rubber for the next three years, as will any 'Single Round Entry' one-hit wonders. The Club classes will run on Trofeo R semi-slicks, while the Pro classes will use Pirelli slick and wet tyres. It will be interesting to see how this mixes up the order in each class, and how many new lap records are set on the Pirelli rubber. The 2016 Time Attack Championship kicks off at Cadwell Park on Sunday 24th April. For more details visit timeattack.co.uk



FIVE MINUTES WITH...

PHIL CRAFTFORD

Q. HI, WHO ARE YOU AND WHAT DO YOU DO?

A. HELLO, I'M PHIL CRAFTFORD AND I'M THE OWNER OF DREAM AUTOMOTIVE

Q. WHAT PRODUCTS OR SERVICES DO YOU OFFER AT DREAM AUTOMOTIVE?

A. WE ARE A SPECIALIST HONDA GARAGE IN HERTFORDSHIRE THAT THRIVES ON ANYTHING MECHANICAL. WE REPAIR, MAINTAIN AND SERVICE CARS, AND WE CARRY OUT ALL SORTS OF BESPOKE WORK. FROM FAST-ROAD SETUPS, FULL SUSPENSION ALIGNMENT, ENGINE TUNING, GEARBOX REPAIRS, CLUTCH CHANGES, VEHICLE TRACKERS, VINYL WRAPPING, WINDOW TINTING, THE LIST GOES ON! WHATEVER OUR CLIENT WANTS, WE'LL MAKE SURE THEY GET IT. WE DON'T RESTRICT OURSELVES TO HONDAS, EITHER; WE WORK ON ALL CARS AND AIM TO DELIVER THE HIGHEST POSSIBLE SERVICE TO EVERYONE. WE SUPPLY PRETTY MUCH ANYTHING FOR THE VEHICLES; ENGINE UPGRADES, CONSUMABLES, SERVICE PARTS, EXHAUSTS, WHEELS, TYRES, TRIM, EVEN ENGINES! IF IT'S NOT ON OUR SHELVES WE CAN ORDER IT THROUGH OUR EXTENSIVE DEALER NETWORK

Q. HOW DID DREAM AUTOMOTIVE BEGIN?

A. HAVING GRADUATED THROUGH THE HONDA TRAINING SCHEME FROM APPRENTICE TO WORKSHOP CONTROLLER, I STARTED OUT ON MY OWN WITH A MOBILE BUSINESS. AFTER A FEW MONTHS I SECURED PREMISES TO WORK FROM AND EVERYTHING HAS GROWN FROM THERE. I AM DRIVEN TO CONTINUALLY CHALLENGE MYSELF, SO IT FELT NATURAL TO START MY OWN BUSINESS. IT'S THE BEST DECISION I'VE EVER MADE

Q. WHAT ARE YOUR THOUGHTS ON THE NEW CIVIC TYPE-R?

A. I'M IN LOVE! IT'S LITERALLY ONE OF THE MOST EXCITING CARS I HAVE HAD THE PLEASURE TO OWN

Q. DO YOU HAVE ANY SPECIAL PROJECTS PLANNED FOR 2016?

A. WE ARE VERY CLOSE TO FINISHING OUR WEB SHOP, WHERE WE WILL BE OFFERING A WIDE RANGE OF MAIL ORDER PRODUCTS. OUR FK2 DEVELOPMENT IS STILL ON-GOING, SO THAT WILL PROVIDE US WITH MANY CHALLENGES THIS YEAR. WE WILL ALSO BE USING OUR CIVIC AS THE OFFICIAL SAFETY CAR FOR THE 2016 HONDA VTEC CHALLENGE. THIS IS A GREAT OPPORTUNITY TO GIVE OUR PRODUCTS SOME TESTING ON THE TRACK, ALONG WITH SOME VALUABLE PROFESSIONAL DRIVER FEEDBACK. AS FOR PROJECT CARS, WE ARE JUST FINISHING UP TWO AMAZING CR-ZS; DAN'S K-SWAPPED Z AND JAMES' WIDE-ARCH REXXSTYLING BEAST, BOTH OF WHICH ARE SET FOR FULL FEATURES IN JAPANESE PERFORMANCE. TO BE HONEST, WE HAVE LOADS OF CRAZY PROJECTS ON THE GO AT DREAM AUTOMOTIVE, SO WE'LL BE HOLDING A BARBECUE IN THE SUMMER TO SHOW EVERYONE OUR WORK, AS WELL AS ATTENDING THE MUMMS SHOW, HONDAFEST AND MORE! PICKING A COUPLE OUT, WE HAVE A REAR-WHEEL DRIVE ROTREX SUPERCHARGED HONDA K20-POWERED MINI IN THE WORKS, AND HAVE JUST STARTED A BUILD ON AN EXTREME ALL-WHEEL DRIVE EG CIVIC. IT'S GOING TO BE A BUSY YEAR!

Q. IT SOUNDS LIKE IT! DO YOU HAVE ANY NEW DREAM AUTOMOTIVE PRODUCTS IN THE PIPELINE?

A. WE ARE A RELATIVELY NEW COMPANY SO ALL OF OUR PRODUCTS ARE FRESH. FOR THE FK2 CIVIC WE HAVE OUR OWN BRAND OF LOWERING SPRINGS MADE EXCLUSIVELY FOR US BY EIBACH, EVENTURI CARBON INTAKES THAT FEATURE COLOURED CARBON OPTIONS, A RANGE OF SMALL INTERIOR TRIM PARTS AVAILABLE IN CARBON AND SUEDE. ALL OF WHICH ARE EITHER AVAILABLE ON THE WEB SHOP, OR WILL BE VERY SOON

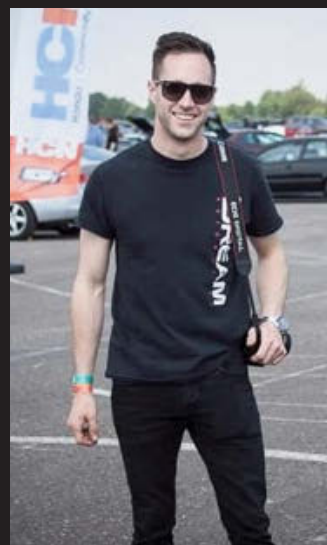
Q. WHAT DOES THE FUTURE HOLD FOR DREAM AUTOMOTIVE?

A. WE WANT TO ALWAYS BE AT THE FOREFRONT OF NEW IDEAS, NEW MODELS AND TECHNOLOGIES. TO DO THAT YOU HAVE TO HAVE THE RIGHT PEOPLE ON BOARD, SO WE WILL BE LOOKING TO RECRUIT SOME TALENTED NEW MEMBERS TO THE TEAM THIS YEAR. DIPPING OUR TOES INTO THE WORLD OF MOTORSPORT SHOULD OPEN UP SOME NEW POSSIBILITIES, SO HOPEFULLY WE CAN ARRANGE SPONSORSHIP IN THE FUTURE OR EVEN RUN ONE OF OUR OWN CARS IN A RACE SERIES IN 2017. THAT WOULD BE FUN!

Q. SOUNDS GREAT. WHERE CAN WE FIND MORE ABOUT YOU?

A. YOU CAN FIND US ON THE USUAL SOCIAL MEDIA PAGES INCLUDING FACEBOOK AND INSTAGRAM. ALTERNATIVELY, HEAD TO OUR WEBSITE AT WWW.DREAM-AUTOMOTIVE.COM OR CALL US ON 0203 538 8181. KEEP AN EYE ON OUR SOCIAL MEDIA PAGES IN PARTICULAR, AS WE'LL BE RUNNING MEETS AND EVENTS THROUGHOUT THE YEAR

THANKS FOR YOUR TIME, PHIL, IT'S APPRECIATED!



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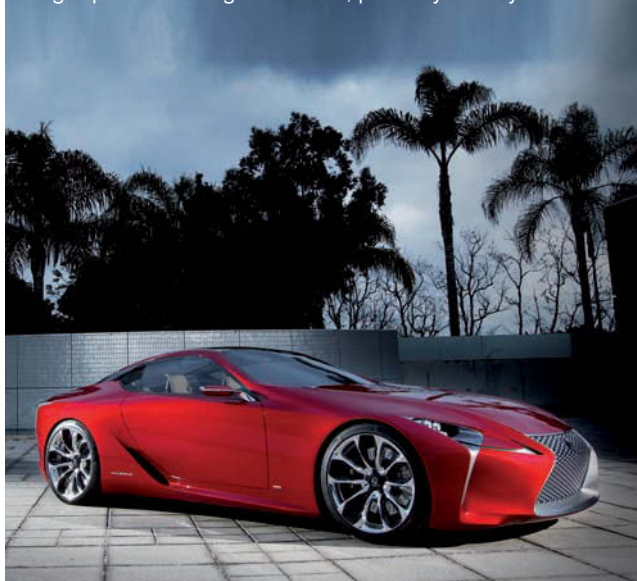
GONE BUT NOT FORGOTTEN

SADLY, THE AWESOME 1000BHP+ MASTERPIECE WE BROUGHT TO YOU IN JAPANESE PERFORMANCE ISSUE #180 JANUARY 2016 HAS BEEN BROKEN FOR PARTS. IT'S AN INCONVENIENT TRUTH THAT MODIFIED CARS ARE OFTEN WORTH MORE IN BITS THAN THEY ARE COMPLETE, AND THIS IS WHY KAAAN WILLIAMS MADE THE HEART-BREAKING DECISION TO DISMANTLE ONE OF THE BEST TOYOTA SUPRAS WE'VE EVER SEEN. KAAAN ADMITS THE SALE IS DUE TO A CHANGE OF PRIORITIES, WHICH INCLUDES BUYING A HOUSE, BUT HE PLANS TO BUILD SOMETHING EVEN MORE EXTREME IN THE FUTURE (POSSIBLY A NISSAN GT-R). BASED ON THE WORKMANSHIP THAT WENT INTO HIS SUPRA, WE HOPE THAT'S SOONER RATHER THAN LATER!



LEXUS STUNNER

As Toyota's luxury brand, Lexus has a whiff of grown-up quality and sophistication to its cars. As a result, it has a reputation amongst some people of being a touch boring. For older people who want quality over sexy lines and speed. The LFA hypercar did a lot to reverse that reputation and Lexus has pulled another cracker out of the bag with this LF-LC concept car. The name comes from 'Lexus Future' (LF), which Lexus gives to all its concept cars, mated to 'Luxury Coupe'. It looks great and will have both a 5.0-litre V8 petrol engine and at least one electric motor, so it should be quick, too. This carbon and aluminium covered beast won't be cheap, but it is going to be the Japanese manufacturer's cheaper replacement for the LFA, and their flagship car when it goes on sale, probably in early 2017.



SUBARU BRZ RECORDS WORLD'S TIGHTEST 360 DEGREE SPIN

Among the endless trade stands at the recent Autosport show, a world record was smashed! Stunt driver Alastair Moffatt jumped behind the wheel of a Subaru BRZ in the Live Action Arena, accelerated to around 30mph before spinning the car around in a tight donut between two rows of cars. In fact the stunt driver completed the move in just 2.25 metres of space, beating the previous record of 2.5 metres, which was actually set in a front-wheel drive car. Guinness had given Alastair permission to attempt the stunt in a rear-wheel drive car, opening up the opportunity for others to compete with him, something that Alastair has welcomed in his post-record interviews. A regular BRZ like the one Alastair drove is 4.24 metres long and the traction control was disabled for the stunt, which highlighted the low centre of gravity provided by the naturally-aspirated boxer engine. Alastair can now add this Guinness World Record to the six others he owns, including the 'Tightest Reverse Parallel Park' and 'Tightest Parallel Park'.

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WEIGHT CLASS

INSPIRED BY ITALIAN EXOTICA, BULLETPROOF
AUTOMOTIVE'S ALL-CARBON GT-R IS A LESSON
IN QUALITY AND LUXURY THAT THE WORLD'S
FINEST MACHINERY COULD LEARN FROM

WORDS: ALEX GRANT PICS: FLY PHOTOS



Rising like an island rock from the back section of the GTR's roofline, surrounded by the mile-deep holographic weave of the rest of the panel, is a jet black aerial. It might sound like an insignificant part of a build like this, but when owner Ben Schaffer explains it's the only original piece of the original bodywork left, that small piece of plastic is far from it.

This is the answer to an often-unanswered question;

when you're building some of the most incredible cars in the United States on a day-to-day basis, how do you make the contents of your own garage match up? For Ben, the owner of high-end workshop Bulletproof Automotive, that space in his life is filled by the pinnacle of Nissan's performance engineering, rebuilt to the standard of materials and finish usually reserved for the world's most expensive luxury cars.





THAT'S NOT A WRAP...
BODYKITS DON'T COME MUCH MORE EXTREME THAN OVERTAKE'S FULL BODYWORK REPLACEMENT FOR THE GT-R. CUTTING NEARLY 200KG FROM THE KERB WEIGHT, IT'S DESIGNED TO IMPROVE NOT ONLY ACCELERATION BUT TO MAKE IT HANDLE LIKE A SMALLER CAR, TOO, ALL WITHOUT LOSING STRENGTH OR RIGIDITY. BUT THE REAL QUALITY SHOWS UP IN FIT AND FINISH - NEAT LINES OF THREE-DIMENSIONAL WEAVE, NO SOFTENED BODY LINES AND PERFECT PANEL GAPS. EVEN THE BADGES ON BEN'S CAR ARE MADE OF THE LIGHTWEIGHT WEAVE!

The build itself has been a slow burner. Ben had been teasing social media with sneak previews for months before its debut at the 2014 SEMA Show, but we caught up with him a few weeks later to get an in-depth look at the

finished piece. The GT-R Street Premium Lightweight, or SPL as it's called, builds on years of experience with similarly boundary-less projects for customers.

But that's also stretched the timescale long beyond what this sort of rebuild would usually occupy, Ben explains: 'The build is based on a 2010 model GT-R which I've owned since 2011. But I've been in no rush, as it's my personal car and my clients always come first.

'My personal taste is to build dynamic supercars that perform well in real-world scenarios. I love manufacturers like Pagani, who have great attention to detail, and I always aspire to carry that sort of detail into our own builds. So I've



‘THE CARBON PANELS STRIP 180KG FROM THE GT-R’S WEIGHT’

picked the very best parts for my own car.’

Just like Horacio Pagani’s hypercars, that translates to a transformation underpinned by exotic materials, and mainly of carbon fibre in this case. While it might look like the original bodywork has been wrapped or carbon skinned, what you’re looking at here is a full set of replacement panels from Overtake in Japan. And not just the easy stuff, either. It includes the A pillars, brake ducts, mirrors and badges, and the team at Bulletproof hand-built the door handles, wiper arms, scuttle panel and roof trims to fill in the gaps.

All that carbon fibre strips 180kg from the GT-R’s kerb weight, over 10% of the stock figure, but while it could’ve been the seed of a

featherweight track car, that wasn’t the plan here. Behind a full set of lightweight Lexan windows, some of that carbon fibre is offsetting creature comforts Nissan never saw fit to add to its highest-performance car. That said, it still tips the scales at around 170kg less than it did when it left the production line, all without a hint of bare metal on show inside the luxurious cabin.

‘It would have been easy – and without additional cost – in this spec to push past a 230kg weight reduction if we wanted to build a pure racecar,’ he explains, opening the driver’s door on one of the most luxurious interiors we’ve ever seen. ‘But I prefer something that performs like a racecar but is more enjoyable to drive every day than a stock GT-R.’

So, along with the outrageous Overtake-clad exterior, nothing was left untouched inside, either. The team systematically removed all of the cheap-feeling plastic parts with a view to giving it the kind of luxury to match its performance. It’s meant every single piece of trim has been replaced or trimmed in glossy carbon fibre, interwoven with a Lamborghini-inspired black and grey Alcantara – including its reclining Recaro seats.

This is one of those builds which just gets better the more time you spend looking at it. It’s so well designed that it’s easy to miss hours of workmanship – like the hundreds of lightweight aluminium fasteners which now hold it together. And not only is the attention to detail staggering, but it’s as flawlessly

A TOUCH OF CLASS

THE GT-R’S INTERIOR IS A MASTERPIECE OF LAMBORGHINI-INSPIRED ALCANTARA AND CARBON FIBRE TRIM PANELS, HIDING OR REPLACING SUB-PAR PLASTICS FITTED AT THE FACTORY. TRIMMING A DASHBOARD IN LEATHER OR ALCANTARA IS A LABOUR-INTENSIVE JOB, BUT HIGHLIGHTS OF CARBON FIBRE ARE A PRETTY COST-EFFECTIVE UPGRADE FOR DATED OR BASIC INTERIORS. CARBON MODS (CARBONMODS.CO.UK) SELL EVERYTHING NEEDED TO SKIN INTERIOR OR EXTERIOR PANELS IN GENUINE CARBON FIBRE, AND IT’S POSSIBLE AS A DIY JOB, TOO!

crafted as any hypercar. While the GT-R’s performance makes it addictive out of the box, hundreds of thousands of even the most boring miles wouldn’t leave you tired of that luxury.

‘What excites me are well rounded cars that keep their balance and purpose as the



THE CARBON WING COMES FROM AN NSX SUPER GT CAR

manufacturer intended them to be,' says Ben. 'It's far more satisfying to make a car that can drive comfortably to the race track, be as fast as trailered racecars and then to drive comfortably home afterwards.'

So while the weight reduction meant Ben could keep the engine close to the already ample factory output, there's been some heavy investment in getting the chassis up to a spec where it can offer the best of all worlds.

The Overtake Nür three-way adjustable coilovers are detuned from Super GT spec and, while the carbon-ceramic brakes are good for a 54% drop in unsprung weight, Ben chose this kit because it's also quiet enough for road use.

Instead of flaring the arches, the radical body replacement is completed by a massive dry carbon wing from Esprit, as used on its NSX Super GT car, while Toyo R888-wrapped, staggered Advan GT wheels with a subtle matt carbon finish





TECHSPEC

ENGINE:

3.8-litre, twin-turbocharged V6 petrol (VR38DETT), Overtake x Amuse STTI Titan Saikou surge tank, Overtake x Amuse STTI exhaust 100-V Saikou, GReddy R Spec intercooler with hard pipe kit and RZ blow-off valves, GReddy RX throttle body Kit, JUN coolant expansion tank, Do-Luck DTM II – G sensor and torque manager, AQ Motorsports modular race intake system

TRANSMISSION:

Factory twin-clutch gearbox with Overtake Saikou rear differential

SUSPENSION:

Overtake three-way Nür suspension, Kansai Service front suspension arms

BRAKES:

Overtake carbon/ceramic SL brake system

WHEELS & TYRES:

11x20in (front) and 12x20in (rear) Advan Racing GT wheels in Bulletproof frozen carbon finish with 285/35/20 (front) and 315/30/20 (rear) Toyo Proxes R888 tyres, Amuse Titanium wheel nuts

EXTERIOR:

Overtake carbon fibre bonnet, roof, front wings, A pillars, mirrors, doors, rear quarter panels, under spoilers, JDM-spec rear diffuser, side skirts, rear bumper and bootlid, Bulletproof custom-made dual-HID headlights, Bulletproof custom-made carbon fibre door handles, windscreen wipers, scuttle and roof trims, Esprit O52-W 1850mm WTAC dry carbon wing, Lexan windows all round, Overtake 15-layer carbon fibre rear badge, Overtake STTI Titan logo plate, Titanium bolts and hardware

INTERIOR:

Full retrim in Lamborghini grey & black Alcantara, Recaro Japan SR-7 Evolution seats, Bulletproof custom-made carbon fibre and Alcantara steering wheel, gear knob and handbrake, Bulletproof custom-made carbon fibre parts for dashboard, door cards, steering column, paddle shifters, subwoofer surrounds and cup-holders


tuck under each corner. As luxurious as it is, this is built to be as quick on track as it is easy to drive on the road.

'The GT-R is a very fast car but it is heavy,' says Ben. 'But the weight reduction makes this car more nimble. My favourite type of driving is canyon driving and the responsiveness of the car is now altered for the better. The suspension does a great job in helping with that as well.'

Proving that is the next step, but details and the demands of the day job have put the car a

little behind schedule. Some time before the summer, the plan is for the GT-R to get shipped to Japan and put through its paces at Tsukuba, where Ben's out to match the lap time of the awesome Lexus LFA, as proof of the concept for the build. It's not something to rush, though.

'I feel the car will never go out of style, so there is no clock we are racing against for exposure or results. We are just happy it is done to the point where it can be enjoyed,' he says.

In the meantime, it's hard to imagine many things more welcome for the drive home than Ben's GT-R. Built with only the best parts and designed to be driven hard, yet luxurious enough not to be a chore for the commute to work, there might only be small components left untouched, but it's lost none of the factory car's DNA in the process; proving that a lightweight GT-R build is more than capable of being as classy as any supercar. And that's no easy feat! 



INVESTING IN COMFORT BEN COULD EASILY HAVE TURNED THE GT-R INTO A LIGHTWEIGHT TRACKDAY WEAPON, BUT THERE'S A SKILL TO MAKING A CAR PERFORM AS WELL ON THE ROAD AS IT DOES ON SMOOTH TRACK TARMAC. SO BEN'S KEPT THE ENGINE UPGRADES MINIMAL, WHILE THREE-WAY ADJUSTABLE OVERTAKE COILOVERS ALLOW FOR A COMFORTABLE RIDE AND SELECTED THIS SPECIFIC CARBON-CERAMIC BRAKE SETUP BECAUSE IT DOESN'T MAKE THE USUAL GRINDING AND SCREECHING NOISE IN TRAFFIC. IT'S A CAR YOU'D NEVER TIRE OF DRIVING

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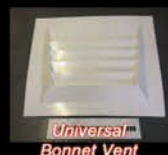
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Front Bumpers



R33 GTR Full Rear
Quarters for GTS



Supra MKIV
TRD Spoilers



Universal
Bonnet Vent



R33 GTS S2
Nismo Carbon Bonnet



R35 GTR Ducktail
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THE ART OF NOISE

BEHIND GT1-INSPIRED BODYWORK, BULLETPROOF AUTOMOTIVE'S LATEST GT-R BUILD IS EVERY BIT A ROAD CAR. BUT DON'T LET THAT FOOL YOU INTO THINKING IT'S A BIT SOFT...

WORDS: ALEX GRANT PICS: FLY PHOTOS



Fifteen feet of Ferrari red bodywork barks into life with an ear-shattering rumble that rattles everything not bolted down at the Bulletproof Automotive workshop in Los Angeles. The sort of big-power exhaust note that moves the air in your lungs, and the sort usually only heard this close when there are signs nearby suggesting it's a good idea to wear ear protection.

Bulletproof's founder, Ben Schaffer, leans out of the 2013 GT-R's open driver's side window. 'Franco, the owner, had it delivered here and told us to build him a GT1 car which he could use every day,' he tells us. 'And that's exactly what we have here – built using the top brands he likes, but with a few subtle changes that make this car uniquely his.'

Ben flicks the ignition back to off and the exhaust note cuts, four wisps of condensation rising from the straight-through exhaust system that gives the car its race-ready soundtrack. Flared at each





**GT-R NISMO GT1
FRANCO'S INSPIRATION FOR
THIS CAR WAS NISSAN'S ENTRY
INTO THE FIA GT1 WORLD
CHAMPIONSHIP. IRONICALLY
IT'S A VERY DIFFERENT SETUP
TO THE ROAD-GOING GT-R,
USING A 590BHP 5.6-LITRE
NATURALLY ASPIRATED V8
POWERING THE REAR WHEELS
INSTEAD OF A TWIN-
TURBOCHARGED V6 AND
FOUR-WHEEL DRIVE. WHILE
THIS CAR IS UNDOUBTEDLY
HEAVIER IN ROAD SPEC, IT'S
GOT TWICE THE POWER. NOW
THAT'D BE AN INTERESTING
DRAG RACE!**

corner and sheltered by a massive GT-spec wing, cover this in sponsor graphics and it wouldn't look out of place at any circuit in the world. But it's not a track car by any means.

Of course, Franco picked one of the few places that can pull off that sort of roadcar-racecar cross-breed as effectively as this. Over the years, Ben and the team have made a name for themselves mixing luxurious interiors and premium-grade materials with similarly serious performance upgrades – a reputation good enough that this car has been shipped in from Columbia for the transformation.

'You won't spot everything, but every part of the bodywork has been changed,' Ben explains. 'We started with top brands and remixed them to make them wider and more unique. Some of the parts are

barely recognisable after the work we've done.'

Beneath a coat of Ferrari Rosso Corsa paint – supercar inspiration being one of Ben's hallmarks – the GT-R is built entirely around the enormous and incredible wheels Franco chose for the car.

Getting the 11x20in front and 13x13in rear Advan ADV.1 wheels to fit meant almost doubling the width of what were once Top Secret front wings, while Ben reveals the rear arches were fabricated in-house at Bulletproof Automotive and adorned with a set of GT-style vents.

'We've never actually measured it, but the width of those arches is massive,' he laughs. 'Actually, it barely fits on the vehicle transporter, and it's too wide for our car storage lift!'

The rest of the bodywork is just as much of a pick-and-mix. Most of the back end comes from

'THE GT-R WAS SHIPPED ALL THE WAY FROM COLUMBIA FOR THE TRANSFORMATION'



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HAS A RANGE OF BIG-POWER
DRIVETRAIN PACKAGES FOR
THE GT-R, AND THE ULTIMATE
STREET EDITION COMES IN
THREE FLAVOURS, ALL
DESIGNED TO MAKE HUGE
POWER ON FORECOURT FUEL.
IT'S A FULLY BALANCED AND
BLUEPRINTED ENGINE WITH
A LARGE SHOVE OF EXTRA
BOOST AND COBB
MANAGEMENT, PLUS
TRANSMISSION UPGRADES.
YOURS FOR \$50,000... PLUS
INSTALLATION, IF YOU'RE
WONDERING



Varis, topped out by the fully GT-spec Esprit dry carbon wing, while the front bumper and bonnet are from Phoenix's Power and Top Racing. But, with clever selection and some reworking, it could all have come from the same package.

But make no mistake, for all the functional aero and race-inspired addenda, it's designed primarily for daily use. In true Bulletproof style, there's no bare metal in the cabin, which still has a full dashboard and only a set of luxurious Alcantara Recaro seats showing it's been played with.

Ohlins coilovers give an incredibly comfortable ride on even the most potholed Californian streets it's been tested on so far, and it's got a suspension lift kit to raise that custom bodywork away from Columbian traffic calming measures.

It's an end result made even more impressive when you realise Ben and the team took just six weeks to turn the chassis, bodywork and interior around ahead of the SEMA Show in Las Vegas in November 2014. The bulk of the car's six-month build time was put into the drivetrain, over at





Switzer Performance Innovations (SPI) in Ohio.

Like the rest of the car, it's a balancing act of heavy upgrades designed to keep it driveable. So Franco's car has the Ultimate Street Edition kit, a fully balanced and blueprinted engine with twin roller-bearing turbochargers, race-spec intercoolers and COBB management. It means he can use forecourt-spec premium unleaded or E85 petrol and drive the car gently without jerky, laggy throttle responses at low speed, yet it'll reach 60mph in about 2.5 seconds and produce 1100bhp on that same tank of fuel. It'll just get through it in less time. Much less time!

Ben reckons it's a good power level for a daily driver, which shows how tough the VR engine is: 'These days we have produced client cars at up to 1800bhp so, oddly, 1100 feels a bit conservative,' he smiles. 'But it's quite safe – hundreds of GT-R owners have taken the risks to push the limits and break things, so we're now at the stage where the right ecosystem exists to safely support huge power builds such as these.'

That experience has shown there are weaknesses with the transmission, though, especially for cars with almost 1000bhp. So Franco's GT-R now features a strengthened version

**PICK 'N' MIX
APART FROM THE REAR
ARCHES, WHICH ARE A
ONE-OFF SET BUILT AROUND
THE WHEELS, THE
COMPONENTS OF THIS CAR'S
BODYWORK ARE ALL
AVAILABLE OFF THE SHELF
ACTUALLY, MANY SHELVES –
IT'S A MIX OF TOP SECRET,
PHOENIX'S POWER, VARIS,
TOP RACING AND OVERTAKE
PARTS, AS CHOSEN BY OWNER
FRANCO, BUT WIDENED,
MODIFIED AND BLENDED
TOGETHER BY THE TEAM AT
BULLETPROOF TO LOOK LIKE
A SINGLE COHESIVE KIT**



ENGINE:

VR38DETT 3.8-litre, twin-turbocharged V6 petrol, Switzer Performance Innovation Stage I engine, SPI intake system and intercooler pipework, SPI Billet ball-bearing turbochargers, oil and coolant lines, SPI boost control solenoid, SPI high pressure internal wastegates, TIAL blow-off valves, SPI race intercooler cores, Bulletproof side-exit exhaust system, SPI cast iron manifolds, SPI downpipes and heat shielding, SPI high-flow fuel injector kit, SPI fuel rails and fuel pressure regulator, SPI radiator, SPI surge tank, SPI Nomex reinforced high-temperature silicone hose kit, COBB Accessport V3

PERFORMANCE:

1100bhp

TRANSMISSION:

SPI Stage III transmission with full PPG gear set, Dodson Sportsman clutch, SPI upgraded driveshafts, T1R R35 transmission braces

SUSPENSION:

Ohlins Road and Track coilovers, Skipper TRICK suspension lifter system

WHEELS AND TYRES:

11x20in (front) and 13x20in (rear) Advan ADV.1 5.0 Track Spec CS wheels with 295/35/20 (front) and 345/30/20 (rear) Michelin Pilot Super Sport tyres

EXTERIOR:

Full respray in Ferrari Rosso Corsa, custom-made wide body kit including Top Secret front wings and one-off rear wings, Phoenix's Power front bumper, Top Racing dry carbon bonnet, modified Top Racing dry carbon sideskirts, Varis '13 Version carbon side air shroud, Varis '13 Version rear bumper, Varis dry carbon long vertical fin rear diffuser, Overtake dry carbon bootlid, Bulletproof billet wing stands, Esprit 052-W 1,850mm dry carbon GT wing

INTERIOR:

Recaro Japan Alcantara Spec RS-G seats, Recaro Japan side mounts



'IT'LL HIT 60 IN 2.5 SECONDS AND PRODUCE OVER 1100BHP'

of the standard six-speed gearbox, equipped with a full set of PPG gears and a Dodson Sportsman clutch. Again, it's all as easy and smooth to use on the road as Nissan intended, but without the risk of shredding itself on full-bore launches or heavy in-gear acceleration.

Ironically, then, it's really only that chest-pounding exhaust note that feels like a GT1 car when it's being driven sensibly. Not part of the SPI kit, it's designed to Franco's tastes and spits and barks the baritone tune of 1100bhp almost as loudly as the bodywork. Which is really saying something.

'He was so excited that he travelled to SEMA

with his entire family to see it when it was done – and the smiles were priceless,' says Ben. So why hasn't it gone home yet? 'He loved it so much that he's given us the go-ahead to do even more work to it, before it returns to Columbia. Meaning more secret plans are in store!'

Already pushing almost twice its original power and with the sound and presence to go with it, Franco is already set to add one of the world's best GT-Rs to his collection.

We've no doubt Bulletproof can push the road-going racing car concept further, but if they've nailed down further improvements, then no wonder the plans are under wraps. **JP**



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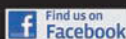
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AUTOSPORT

THE 2016 SHOW SEASON KICKED OFF WITH THE ANNUAL AUTOSPORT INTERNATIONAL SHOW HELD AT BIRMINGHAM'S NEC

WORDS & PICS: DAN SHERWOOD

If you're anything like us, as soon as the last present has been opened and the final mince pie devoured, our thoughts switch from Christmas time, mistletoe and wine, back to screaming engines and tortured tyres. And nothing fulfils our cravings, and blows

away the haze of too many Jaegerbombs over the New Year celebrations, than the trip up the M6 to Birmingham's NEC for the annual Autosport International show.

Held every January, the Autosport show is the first show on the tuning calendar and,

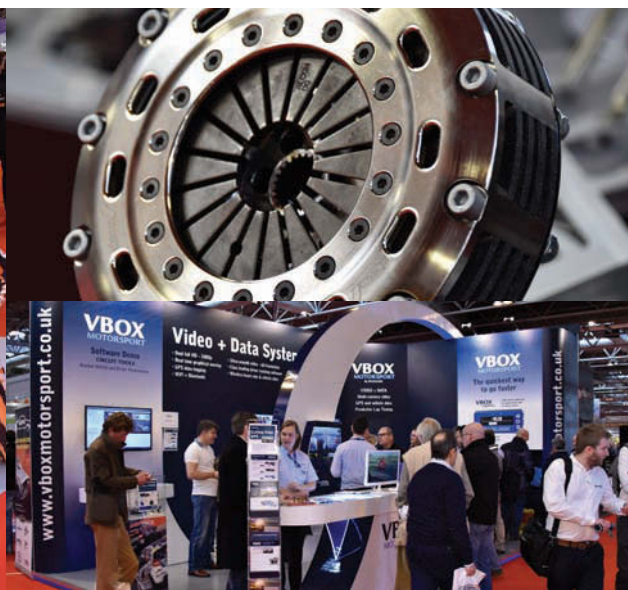
running for a full four days – if you count the Thursday and Friday trade days as well as the Saturday and Sunday open public days – it's definitely a big one.

Many manufacturers of performance tuning parts, as well as countless drift, rally, circuit and drag teams,

use the popular event to show off the new gear and racecars they have been working on in the lead up to the event and reveal which will be the hot products available in the coming months ahead.

For many, this mix of hot new tuning kit, the chance to get up close

and personal with many of your favourite racing cars – and the lycra-clad promo girls draped seductively across the bonnets – is simply too good an opportunity to miss. Then there's also the Live Action Arena, which provides thrills and spills in a petrol fueled extravaganza with





some of the world's best drivers taking part. As well as the like of Petter Solberg getting his hoon on in the arena, Team Japspeed were also part of the fun and put on an awesome display of precision drifting which wowed the crowds with their skill and ability. But it wasn't just in the Live Action Arena that Japspeed were dropping jaws, as they had two of

their hottest cars gracing the Maxxis tyres stand, too, with Shane Lynch's V8-engined Nissan 370Z next to Paul Smith's brand new steed in the form of his home-built wide arched GT86 with a 2JZ GTE motor.

And there were other drifters showing off their wares, too, with Jack Shanahan's BMW-engined S14 (see pic bottom right) on the

Samsonas gearboxes stand and Wayne Keeber's Lexus Soarer (see pic top right) on the Landsail tyres stand both proving just how far drifting has come when it comes to preparing a ride for competition.

But it wasn't only the drift scene which were stealing the headlines, as the carbon-clad GT-Rs on Milton Keynes-based Knight Racer's

stand also had onlookers practically salivating with envy.

Another GT-R which had showgoers' camera phones practically overheating with overuse was the Liberty Walk kitted car (see pic below). The immense wide body conversion is covered in one of the craziest wraps we've seen but, while it loses some of the intricacies of

WHAT IS AUTOSPORT? FEATURING EVERY LEVEL OF MOTOR RACING, FROM KARTING RIGHT THROUGH TO FORMULA 1, AUTOSPORT TRULY BRINGS TOGETHER THE WORLD OF MOTORSPORT UNDER ONE ROOF. RUNNING ALONGSIDE THE RACING ELEMENT OF THE SHOW IS THE PERFORMANCE CAR SHOW, PRESENTED BY LANDSAIL TYRES, WHICH IS DEDICATED TO SHOWING OFF THE FINEST SPORTS AND PERFORMANCE CARS FROM BOTH PAST AND PRESENT. THERE REALLY IS SOMETHING FOR EVERYONE AT AUTOSPORT





the kit, there's no denying that it stands out in a crowd!

Walking around the show, with so many cool race rides to take in, it's easy to get 'show blindness' and miss some really special cars. One that we definitely didn't miss was the new car from Synchro Motorsport. The team, made up of Honda employees, is known for

their awesome Honda racers and this year's effort has transformed a new FK2 Civic Type R into a screaming stripped and caged track beast (see pic above).

But as fun as it is to look at all the latest racecars that Autosport has to offer, for the true petrolhead much of the excitement from the show is gained from checking out the parts

and products on display and creating your dream wish list for your car.

From lightweight racing wheels to trick suspension and rollcages, if you can fit it to a car to make it go faster, it was on display on one of the stands to be drooled over by the speed hungry public.

One of the first items to catch our eye was an awesome new trackday

tyre from Nankang – the fact they had an evil-looking Ford Mustang from the latest Mad Max film on their stand was also an eye opener!

The AR-1 is an extreme looking tyre – almost slick, but with a range of widely spaced deep grooves to disperse water. It certainly looks the part, and we can't wait to see some cars running these

**A SHOW OF TWO HALVES
AUTOSPORT IS ACTUALLY
SPLIT INTO TWO HALVES,
THE FIRST TWO DAYS ARE
FOR TRADE VISITORS,
WHILE THE WEEKEND IS
FOR THE GENERAL PUBLIC.
WHILE THE TRADE GET
TREATED TO A HALL
DEDICATED TO
MOTORSPORT
ENGINEERING, WHERE THE
REAL TECH HEADS CAN GET
THEIR KICKS AND SECURE
BUSINESS DEALS FOR THE
YEAR AHEAD, COME THE
WEEKEND, THAT CHANGES
INTO MORE CAR DISPLAY
SPACE FOR SOME OF THE
COOLEST CARS FROM
AROUND THE UK!**





in various series to see how they perform in the heat of the action.

Another key product was a brand new supercharger kit from Silverstone-based forced induction specialists TT-S Performance, who have developed a bolt-on kit for the GT86/BRZ. The kit claims to boost power by 50% and give the Toyobaru the kind of

performance under the bonnet that its very capable chassis is crying out for.

In the Engineering hall, which clears out on Friday evening to allow more space for car displays on the public weekend days, was Ecutek, who were promoting their latest range of ECU tuning suites for various

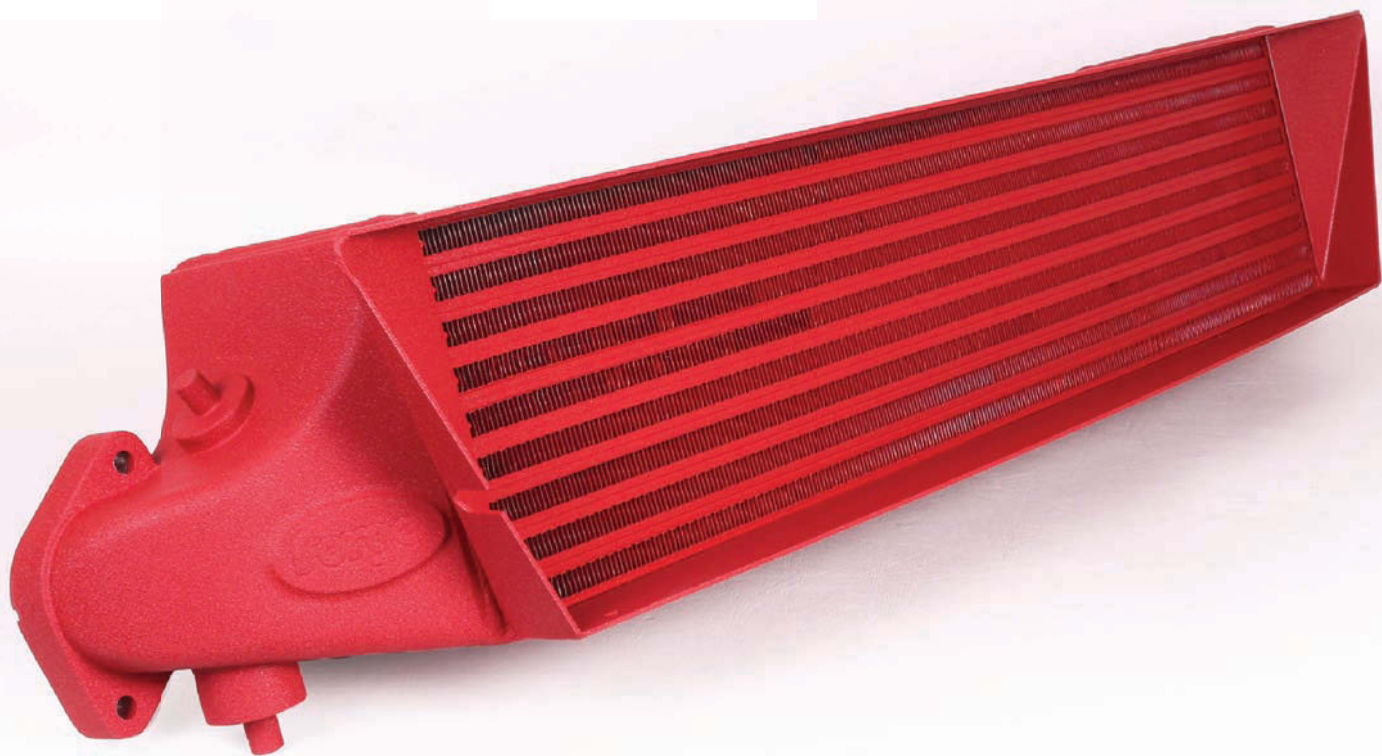
performance cars. Ecutek offer much of the same functionality as full standalone aftermarket ECUs, but can do this by utilising the car's factory ECU. Aside from a large cost saving this has many benefits, especially for road car users, as it means you can have all the bells and whistles and power gaining adjustments you

need, without losing any of the functionality or reliability built into the OEM ECU. Win-win!

And even after four-days of full-on Autosport action, we're still remembering cars, parts and stands we wished we had more time to check out. Luckily, we only have to wait another 12 months before we can do it all again. **JP**

LIVE ACTION ARENA
THE LIVE ACTION ARENA IS THE UK'S LARGEST INDOOR RACETRACK AND EVERY YEAR IT PROVIDES ONE OF THE HIGHLIGHTS OF THE SHOW. BASED IN THE LARGEST HALL OF THE NEC AND SEATING 5000 FANS, THE LIVE ACTION ARENA IS A UNIQUE EXPERIENCE. WITH THE WALLS AND CEILING KEEPING ALL THOSE WONDERFUL SOUNDS AND SMELLS CLOSE-BY, IT'S AN INTENSE 60 MINUTES THAT CAN REALLY ONLY BE DESCRIBED ACCURATELY AS PETROLHEAD HEAVEN





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WORDS & PICS: DAN SHERWOOD

MIMMS HONDA MEET PETERBOROUGH

AFTER ALREADY HOSTING TWO SUCCESSFUL TRACKDAYS AT NORTHAMPTONSHIRE'S ROCKINGHAM MOTOR SPEEDWAY, THE MIMMS HONDA MEET FAITHFUL FINISHED OFF 2015 WITH A MORE RELAXED MEET AT PETERBOROUGH SHOWGROUND





Honda fans have got it pretty good at the moment. Not only is the brand cooler than ever, with practically every model in the line up receiving love from modifiers and tuners around the world, but with the release of the new FK2 Civic Type R, they've also gone and

bagged the top spot of the hot hatch tree, too. Then there's the new NSX and a potential S2000 replacement to get all H fans hot under the collar, not to mention prices for the revered classics such as the original NSX and EK9 Type Rs going through the roof. Yes, Honda is

sitting quite pretty now with fans of the aftermarket, and even if you prefer show over go, or completely vice versa, the versatility of models in the manufacturer's line up over the years means you can turn a Honda to any style or discipline and it'll still come up trumps.

To celebrate the love of all things Honda, Davinder Plaha, bossman of online Honda Parts company EHM Parts, has added yet another show to his already burgeoning list of events.

'We already put on two trackday events earlier in the year at

K20 CRZ (ABOVE) DREAM AUTOMOTIVE'S AWESOME URBAN CAMO COVERED CRZ FEATURING THE UK'S FIRST K20 CONVERSION WOWED THE CROWDS AT THE PETERBOROUGH MEET. WHILE IT WAS STILL UNDER DEVELOPMENT AND NOT RUNNING YET, IT SHOWED THE KIND OF FACTORY PERFECT WORK THAT DREAM ARE CAPABLE OF WE CAN'T WAIT TO SEE THIS ONE UP AND RUNNING IN ANGER!





K24 EG CIVIC (ABOVE) COVERED IN NISSAN MIDNIGHT PURPLE PAINT, ADRIAN WAGSTAFF'S EG CIVIC FEATURES A 258HP K24 FRANKENSTEIN MOTOR WITH A 24 CARAT GOLD ROCKER COVER. ROLLING IN RARE DESMOND REGAMASTER WHEELS WE LIKED IT SO MUCH WE DID A SIX-PAGE FEATURE ON IT IN LAST MONTH'S ISSUE!

Northamptonshire's Rockingham Motor Speedway and they have proved really popular,' says Davinder. 'But the last event was cut short by bad weather, so we decided to look into a show where the venue was


predominantly indoors, so the weather wouldn't be such an issue, especially as it was to be held at the end of November.'

Peterborough Showground came out tops in the location stakes and proved to be

a top venue for the show with many of the UK's most renowned tuned Honda owners making the trip to show off their immaculate motors.

Some of the scene's top Honda traders also made the journey including parts

specialists Tegiwa Imports, Injection Imports and 6TWO1, plus detailing experts Formula Clean and Auto Perfection.

As a way to banish the winter blues, we couldn't think of anything better! 



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KEEPING IT OLD SCHOOL

TWO BROTHERS, TWO VERY
DIFFERENT AE86 COROLLAS, ONE
AIM: TO HAVE FUN...SIDWAYS!

WORDS: DAN GOODYER PICS: DAN SHERWOOD



It's Sunday afternoon and we're alone in a deserted industrial estate on the outskirts of Crawley just off the southern tip of the M25. It's cold, wet and we've just had a crazy hailstorm shower. Great. Fortunately, brothers Jamie Cave and Gaz Fairclough are showing us their cars are built to be driven. Even before we arrive at the location for our photoshoot, both AE86 Toyota Corollas have been sideways several times, edging up to the kerbs with ultimate precision. It's clear these guys aren't posers. They love how their cars look, but clearly they're all about using them properly and putting huge smiles on their faces while they're at it.

When we finally arrive at our location it seems slightly underwhelming. An ageing block of units with faded paint wouldn't be everyone's idea of a shoot location, but it's an important place that steered both guys towards ownership of

these awesome Corollas and an unbreakable passion for drifting.

Parked up, we get our first chance to look over both cars properly. They're clearly 'authentic' looking AE86 drift cars, both sitting on Work Equip 01 wheels. However, peeking out through the bonnet vent of Gaz Cave's 'gunmetal brown' hatchback is something very different. It's the cam cover of a Nissan SR20DET engine pushing over 300bhp! A 2.0-litre turbocharged engine that purists will tell you doesn't belong anywhere near a Toyota Corolla AE86. Later on Gaz showed me what those purists are missing out on, mainly through the side windows!

While the distinctive pale yellow two-door coupé belonging to his older brother Jamie is a purist's wet dream. Under the bonnet is an original 1.6-litre 16v naturally-aspirated 4A-GE, tuned in the traditional way using wild cams and noisy

carbs. It's a rolling, roaring example of how the Japanese build Toyota Corollas that feel like nothing else on the road.

So we have two different bodystyles and two different routes of tuning. As for which one of the pair you prefer, that will depend on how you view tuned cars in general. Looks aside, if you consider engine conversions as a means to an end, a way of bringing extraordinary new levels of power to a car that would otherwise be extremely expensive or even impossible, then Gaz's SR20 monster is the one for you. And monster is the right word. While those of you seeking that authentic noise and character of a screaming 4A-GE ringing out at Ebisu or on a hillside Touge session, can be assured that Jamie's car is as authentic as sushi and impeccably-punctual trains.

We know this to be true because Gaz himself imported

both cars from Japan. He runs JPN Imports, a successful company that hand-picks cars from Japan and specialises in AE86 Toyota Corollas. As you would expect, Gaz is absolutely mad on them. He explains: 'This is where I worked years ago, pointing to the patina'd building in the background. It used to be where Jap Performance Parts were based, and I worked for JPP's bossman Sajid Moghal around 2008. This is also where my brother Jamie bought bits for his Honda S2000. Then we both got infected pretty badly with the drifting bug.'

To cut a long story short, Gaz now imports cars from Japan as JPN Imports, but only ones he really likes. He has become 'Mr Corolla' for those in the know. Gaz even flew over to Japan and drove his SR20-engined beast around the docks, before the car left for the UK to make sure it was good enough. In fact, the car is up for sale right now along

COLOUR ME BAD-ASS
BOTH THESE CARS HAVE BEEN
RESPRAYED IN A DISTINCTIVE
CUSTOM COLOUR. GAZ JOKINGLY
REFERS TO HIS THREE-DOOR
TRUENO HATCHBACK AS 'GUNMETAL
BROWN', WHICH IS WEIRDLY
FITTING WHEN YOU SEE IT IN THE
METAL. WHILE THE PALE YELLOW
PAINT ON JAMIE'S TWO-DOOR
'BOOTY' – AN AMERICAN TERM FOR
THE BOOTED COUPE, APPARENTLY –
WAS CHRISTENED BY SOUL RC BOSS
MAN AND ALL-ROUND AUTHORITY
ON ANYTHING RELATED TO JAPAN
OR DRIFTING, MATT 'MITTO' STEELE.
JAMIE EXPLAINS: 'MITTO LOVED THE
COLOUR WHEN HE SAW IT AND
CALLED IT 'CAKE'. SINCE THEN IT'S
EVOLVED INTO 'CAKE-BATTER' AND
'CAKE-MIX' BUT YEAH, 'CAKE' IS
PRETTY APT REALLY. MITTO IS EVEN
THREATENING TO PAINT HIS NEW
PROJECT IN THE SAME COLOUR,
HE LIKES IT THAT MUCH.'



with some other very tasty Corollas that have literally just landed in the country – give him a ring if you like what you see.

The question is: how do these two distinctly different Corollas feel on the street? Gaz offers me a ride first...

Dropping into the soft fabric of the original passenger seat feels a weird juxtaposition to the rest of this hardcore car. There is a dashboard, or the top half of one at least, but the rest of the view laid out in front of me consists of a web of exposed loom and the car's battery, which has been relocated to the space between my feet in the footwell. There's no heater to speak of, the dash top serving solely as an acquiescence to the aesthetic, and the cold weather is only marginally tempered by the heat emanating from the

turbo'd motor up front. I note the thick steel dash-dodger rollcage that snakes up from the footwell and past my head and close the handleless door via the lip of the open window. This is going to be a wild ride for sure.

We're fortunate that the bad weather has resulted in deserted roads, so without doing anything that would endanger anyone (or risk his licence!), Gaz buckles up to show me what I've been missing out on. He wiggles the gearknob, turns the key and the SR20 explodes into life. 'That's loud!' I shout to Gaz. He replies: 'Yeah, it's pretty much a straight-through shotgun exhaust. Both cars have them...' he grins.

Driving towards the exit of the estate, Gaz suddenly turns right. 'We used to drift here late at night when no-one was around,' Gaz explains before feeding the

power in, sending the rear of the car sliding out smoothly but at an alarming angle. We're pretty much looking out of the side windows now before Jamie flicks the car in the other direction. 'The only traffic we used to see was the odd bus, and we always had at least one look-out to keep everyone safe. The local Police used to drive past from time to time, but we were out of the way so they usually left us alone. Of course, we were careful, but these days we save it for the track, but you asked what the car could do, so I thought I'd show you.'

He has a glint in his eye. It's clear he loves driving on the limit and this bonkers Frankenstein Corolla is a brilliant tool for the job. Pulling out onto an empty dual carriageway, Gaz tries to drive sensibly, well, in a straight

line anyway. The road is cold and damp, so it's no surprise when he feeds in some gentle throttle in third gear and the rear wheels spin up almost instantly. Fourth gear it's the same story. 'It does this in the dry, too...' yells Gaz over the turbocharged noises, adding: 'I haven't had the engine dyno'd yet and I don't like to speculate about power figures to be honest, but it should be pushing out over 300bhp, which feels about right to me. In a totally stripped out car this light (estimated to be less than 900kg) that's more than enough, too much probably! It's a complete handful and I love that!'

The power and speed were impressive, and so was the chassis setup. Gaz is clearly a confident and skilful driver, which helps, but the car broke





'WITH 300BHP AND 900KGS IT'S A COMPLETE HANDFUL AND I LOVE THAT'

traction so progressively. It didn't snap or want to bite him at all. It feels like there is a synergy to all the suspension alignment, damping and grip provided by the tyres. Quite possibly that is some of the genuine 'JDM' magic of a car like this. Anyone can go and buy a catalogue of parts, but over in Japan they have years of experience of setting up cars like this, and it definitely shows.

Then it's Jamie's turn. Climbing into the 'cake-mix' coloured coupé is a very different experience. For a start, Jamie's car still has the original door cards and dashboard. Although it doesn't have a carpet, it is something he's considering re-fitting in the future. When the engine barks into life it has the familiar throaty sound of a carb-fed

4A-GE. Each stab on the throttle pedal generates that 'sucking' induction noise followed by a growl from the exhaust – like a giant trying to clear his throat. It's not a smooth noise; it's harsh, raucous and totally addictive. As we pull out onto the same stretch of dual carriageway Jamie shouts: 'We won't be able to talk now...' and I give him a thumbs up.

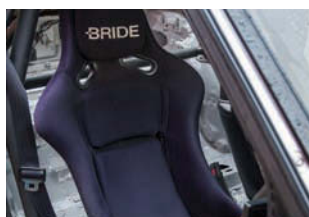
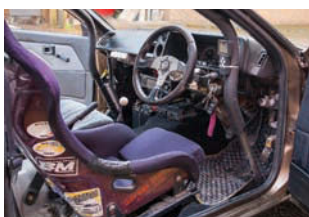
Now, I'm not entirely sure how Jamie interpreted the hand signal but he immediately showed me what a healthy 16v 4A-GE pulls like. With a short final drive ratio, courtesy of the aggressive limited-slip differential mounted in the rear axle, it's much quicker than I expected. Then there's the noise, which is just a spine-tingling echo of all the drift videos I've watched on YouTube.

Jamie doesn't drive as sideways as his brother, but a brief demo highlights how capable this car is. Perhaps surprisingly for people who aren't familiar with drift cars, I'm impressed by how much grip the car has. Jamie runs better rubber up front, making the car pointy and responsive to his steering inputs. However, it feels like the car has excellent grip all round. The other benefit of a light car with relatively little power is that Jamie can drive to a drift day at a track, go wild and then drive home again on the same rubber. There just isn't enough weight to wear the tyres down quickly.

One clear distinction between the two cars is the speed at which Jamie can attack a roundabout in 'grip' mode. We fly into a roundabout far faster

than seems possible despite the fact Jamie doesn't appear to be trying too hard. The car simply changes direction and fires out the other side, the engine pulling impressively, clearly making power all the way to the redline. That's the joy of driving an older, simpler, lightweight car that can never be matched by heavier modern vehicles. The cake-batter coupé gives Jamie feedback through the wheel at all times. With no power steering getting in the way, he can feel exactly what the contact patch of each tyre is doing. He has to work hard to keep it sideways, too, and that's an enjoyable challenge that beats simply yanking the handbrake on a big-power car any day.

If you want to know exactly what's been done to these cars then check out the tech specs



TECHSPEC

GAZ FAIRCLOUGHS '86 SPRINTER TRUENO ENGINE

2.0-litre, 4-cyl, 16v Nissan SR20DET turbo engine from 180SX, HKS GT2540 turbo, Nismo 555 fuel injectors, large front-mounted intercooler, uprated fuel pump, Koyo radiator, full custom exhaust system, HKS EVC boost controller, front-mounted intercooler, custom made cooling pipe work, oil cooler, remote oil filter, A'PEXi Power FC and Commander

TRANSMISSION

5-speed manual gearbox, 2-way limited slip differential

BRAKES

Uprated brakes front and rear

SUSPENSION

Cusco coilovers with uprated springs, chassis braces and uprated bushes throughout

WHEELS & TYRES

9x15in ET-16 Work Equip 01 alloy wheels with 195/50/15 Toyo Proxes tyres (front) and 195/50/15 Kaiser tyres (rear)

INTERIOR

Stripped interior, Bride seat, 6-point rollcage, part dashboard, heater removed, battery in passenger footwell, Momo Race steering wheel

EXTERIOR

Custom front wings, custom bonnet, custom boot, resprayed in custom 'gunmetal brown'

JAMIE CAVES '83 SPRINTER TRUENO GTV ENGINE

1.6-litre, 4-cyl, 16v 4A-GE engine built by Automotive Engineering in Japan, 41mm FCR flat-side carburettors, ported and polished cylinder head, TRD valve-springs, TRD metal head gasket, HKS camshafts 288° intake/272° exhaust, SS Works intake manifold, Silk Road exhaust manifold with custom exhaust, MSD coil and ignition system, Blaster ignition coils and TRD ignition leads, Nismo suck flo fuel pump, copper core radiator, SK fuel pressure regulator, Trust oil cooler, TRD engine mounts, air-con and power steering removed

TRANSMISSION

5-speed manual gearbox, TODA clutch and flywheel, TRD 2-way LSD with 4.5 final drive, TRD quick-shift, TRD gearbox mounts

BRAKES

Rebuilt factory brakes, stainless mesh brake hoses

SUSPENSION

Trust GReddy coilovers, TRD stabilisers and roll-center adjusters, traction brackets, RSR lateral rods and upper control arms, uprated bushes all around, front and rear strut braces

WHEELS & TYRES

8x14in ET-6 Work Equip 01 alloy wheels wrapped in Dunlop Direzza 190/60/14 front tyres and Enjoy 190/60/14 rear tyres

INTERIOR

Stripped out including sound-deadening material before dash and door cards were re-fitted, 7-point rollcage, Bride Zeta seat, Auto Meter Monster rev counter

EXTERIOR

TRD chin spoiler, FRP custom bonnet, HID lights, no sideskirts, custom 'cake batter' paint



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provided. To sum up both cars, the bronze monster has an SR20DET engine that kicks out more power than is probably sensible in a car this light, and is therefore great fun to drive. While the cake-batter two-door has an enthusiast-built 1.6-litre 4A-GE screamer. Both cars have aggressive diffs and all the suspension upgrades you would expect to allow them to go sideways on cue. Other than the fact they both look awesome, there is very little else to know.

That's why we wanted to

concentrate on the driving experience with Gaz and Jamie's feature, because that's the kind of people they are. First and foremost, they're drivers.

Like most classic and retro cars at the moment, Corolla prices are soaring, so if you're thinking of buying one, now is the time. You could argue that financially it would make sense for both cars to be returned to factory spec and garaged until prices peak. However, that's not what these two guys, or their cars, are about.

These are perfect examples of why we all love tuning our cars and driving them. Firstly, they look awesome, from the colours, to the bumpers and deep-dish wheels, they just look right. Then there's the noise, the speed, the mystery and history behind the builds in Japan. That's what makes these classic Japanese cars so special, and these brothers know it only too well. So, you can keep your modern performance cars, 'cos these brothers are dedicated to keeping it strictly old school. JP



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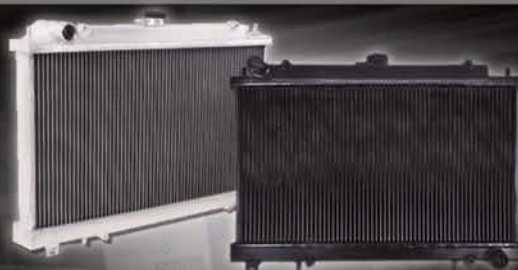
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HAVE-A-GO HEROES

GARY PEMBLE AND MARK COOK ARE THE PROUD OWNERS OF TWO VERY DIFFERENT SUBARU IMPREZAS THAT ARE PROVING THEMSELVES TO BE MORE THAN CAPABLE OF DELIVERING THE GOODS ALONG THE QUARTER-MILE STRIP AT SANTA POD...

WORDS: DAN FURR PICS: DAN SHERWOOD



BEATING HERTS

ESTABLISHED IN 2009, WEST HERTS CUSTOMS HAS FORGED A REPUTATION FOR DELIVERING TOP QUALITY BODYWORK MODIFICATION AND REPAIR SERVICES ACROSS A WIDE VARIETY OF VEHICLES. 'IN ADDITION TO JAPANESE SPORTS CARS, WE HAVE RECENTLY BEEN WORKING ON A 1979 MGB GT RESTORATION, A PONTIAC TRANS AM AND A 1932 AUSTIN SEVEN THAT IS ABOUT TO BE SUBJECTED TO A ROOF CHOP,' EXPLAINS GARY. 'WE WELCOME CALLS FROM OWNERS OF ALL MAKES AND MODELS, AND WE'LL TAKE ON THE CHALLENGE OF ANY COSMETIC ALTERATION OR REPAIR TO A VEHICLE'S BODY,' HE ADDS. VISIT THE WEST HERTS CUSTOMS WEBSITE AT WWW.WESTHERTSCUSTOMS.CO.UK FOR MORE INFORMATION, THE COMPANY'S CONTACT DETAILS AND A GALLERY OF ITS RECENT WORK

The desire to squeeze evermore power and speed out of a car has long been an obsession for petrolheads, but never has there been more of an opportunity to exercise the abilities of a tweaked and tuned motor at the racing circuit than there is today. Indeed, whether you're a regular at open trackdays or are trying your hand at mastering competitive motorsport activities such as Time Attack, the choices available for you to flex the muscles of your four-wheeled friend are seemingly limitless.

Of course, entering your pride and joy into organised racing tournaments can take its toll on your wallet. This unfortunate fact is of particular

concern to those who like the idea of competing against others, but don't necessarily wish to spend every last one of their pennies in doing so. Fortunately, Northamptonshire's Santa Pod Raceway has the answer in the form of its 'Run What Ya Brung (RWYB) Challenge'.

Aimed at those who would like to be able to blow the cobwebs off their rides without suffering the formalities and costs associated with a traditional racing series, the Santa Pod competition simply awards points based on the performances of participants at its public track days. There is no entry fee, and repeat appearances earn more points, all of which are accumulated at

season end to determine who is most deserving of the competition's £500 prize and a parade run at the venue's famous after dark 'Flame & Thunder' show.

The fettled Impreza WRX wagon of Hertfordshire man, Gary Pemble, has been a regular sight at the 'Pod in recent years, and the self-confessed Subaru fan has enjoyed success in the face of stiff competition when taking part in the RWYB Challenge. 'I managed fifth overall in the

2014 contest, which was pretty good going when you consider the fact that my trusty load-lugger was pitched against fifty chunks of serious performance metal,' he tells us. Perhaps even more impressively, he took thirteenth place at the end of the 2015 season having missed many of the year's race meetings due to a punishing work schedule.

As head honcho at motor modifying firm, West Herts Customs, Gary is used to seeing exciting Japanese sports





cars roll through his workshop doors. 'My dad and I manage an accident repair centre that is still in operation today, but we found ourselves receiving a significant number of requests from customers that wanted custom finishes for their cars. This encouraged us to establish West Herts Customs as a separate entity back in 2009,' he confirms.

Unsurprisingly, Gary's wonder wagon has acted as a brilliant demonstrator for his company, and it is an excellent example of his ability to transform pedestrian-spec vehicles into eye-popping show cars. 'I bought my Impreza at the beginning of 2013,' he continues. 'It was a completely standard example of a silver WRX, and it had been in the

possession of the same owner from new. I intended to personalise my new toy, yet my subsequent interest in the RWYB Challenge saw the number of modifications that I went on to apply to the car far outweigh that of my initial plan of action!' he smiles.

A replacement turbocharger, an enlarged exhaust system and a new clutch were the first items to find their way onto the wagon. Sadly, happy motoring was short lived due to the Scooby's apparently failing head gasket, but balance was restored to The Force when a donor EJ20 was sourced and installed in place of the poorly powerplant.

As soon as his car was up and running without fault, Gary treated it to a Version 4 front-

end facelift and a lick of matt grey paint inspired by the modified 1971 Jensen Interceptor that took on a starring role in the sixth *Fast & Furious* film. Truth be told, Mr Pemble wasn't happy with the results ('the colour didn't suit the Subaru at all'), but it did enough to catch the attention of fellow Impreza fan, Mark Cook.

'Mark's daughter attends the same school as my own little girl. I remember seeing him pull up at the school gates in his green '99-plate Turbo 2000. He caught sight of my wagon and we immediately began to natter about our shared love of Subarus,' explains Gary. Needless to say, the pair got on like a house on fire and have been firm friends ever since.

Mark bought his saloon as a

non-runner a couple of years ago, and he takes great pride in telling us what a bargain it was. 'I recognised a faulty MAF sensor as being the cause of the car's inability to propel itself,' he says. 'I paid the £500 asked for by the seller, unplugged the faulty MAF and drove home without issue! Better still, I sold the Prodrive spoiler that the car was wearing for £300, meaning that I was out of pocket by only a couple of hundred quid!' he roars.

With a working MAF in place, Mark's Impreza was soon experiencing a transmission overhaul thanks to his decision to replace its factory gearbox with a stronger New Age six-speed unit and a set of matching driveshafts. An Extreme heavy duty twin-plate





clutch and an R180 rear diff followed, as did a decat pipe and an enlarged stainless steel exhaust system. Reasoning that the applied airflow enhancements and a stronger gearbox were the perfect ingredients in his quest for more horsepower, he booked his Subaru in for a remap with the late Simon 'Jolly Green Monster' Rowe.

'Without warning, the car blew its head gasket in spectacular fashion after receiving its new map!' laughs Mark. 'I was able to drive home in spite of the clouds of white smoke that I was leaving in my wake, but it was clear that I was going to have to buy another engine,' he sighs. Nevertheless, mechanical failure often presents an opportunity to

upgrade tired parts, and it was this train of thought that led Mark to buy a replacement EJ20 that had already been equipped with a displacement-increasing stroker kit.

The new engine was sent to Canterbury-based Impreza specialist, East Kent Subaru, for a rebuild, but it was Gary's burgeoning interest in taking his wagon to Santa Pod that would

see the 2.1-litre EJ20 transformed into the 500+bhp unit that it is today. 'Gary had started competing in the RWYB Challenge,' recalls Mark. 'I went along to watch him strut his stuff before deciding to have a go at hitting the track in my own car. From that moment onwards, I was bitten by the quarter-mile bug, and both of our Imprezas were subjected to



'GETTING BITTEN BY THE QUARTER-MILE BUG HAS RADICALLY ALTERED OUR RIDES'

TECHSPEC

GARY'S WAGON

ENGINE

2.0-litre EJ20 turbo, JR induction kit, VF35 turbocharger, Version 3 inlet manifold with 10mm thermal spacing, front-mounted intercooler, solid intercooler pipework, breather system replaced with air filters, 3in decat pipe, 3in side-exit stainless steel exhaust system, Lateral Performance 900cc fuel injectors, Enduring Solutions ECU daughter board, Race Dynamix custom map, blue silicone hoses, engine bay painted Candy Red

PERFORMANCE

340bhp (estimated)

TRANSMISSION

754 gearbox with strengthening plates, lightened flywheel, Competition Clutch Stage 4 6-paddle clutch

SUSPENSION

Apex coilovers, front and rear strut braces

BRAKES

Four-piston New Age front calipers, grooved discs, performance pads

WHEELS & TYRES

9x17in Rota Grid alloy wheels painted Candy Red with 205/45/17 tyres

EXTERIOR

Full respray in 86F Blue Steel, carbon-dipped bonnet vents, reversed bonnet scoop, heavily tinted windows, Version 6 front end (headlamps, grille, bumper, STi alloy bonnet), P1 splitter, colour-coded skirts and spats, smoothed rear doors, rolled and flared wheel arches, roof bar deletion, STi rear spoiler, custom exhaust tunnel in rear floor (for side-exit exhaust system), JDM fog lamp covers, personalised registration plates, West Herts Customs decals

INTERIOR

Stripped cabin, Corbeau fixed-back racing seats, Sparco three-spoke steering wheel, billet gear knob, ICE deletion, centre console switch panel incorporating engine start button, painted dash trim, flocked dashboard, additional gauges (boost, air/fuel ratio, oil temperature, oil pressure, intake charge temperature) in custom pillar pod, Cusco six-point rollcage painted Candy Red



an extensive series of upgrades thereafter!' he adds.

The most striking of these alterations can be seen when looking at the exterior of the cars. Gary's wagon's matt grey paint has made way for a fresh coat of OE Blue Steel, and he has applied Candy Red detailing that decorates his ride's engine bay, its Rota Grid rims, its rollcage and various pieces of interior trim. A Version 6 bonnet and matching front end furnishings take the place of the aforementioned Version 4 parts, while a P1 splitter, smoothed rear doors, a roof bar deletion and an STi rear spoiler deliver a tidy OEM+ finish.

Meanwhile, Mark's saloon has been the recipient of a stunning Candy Green respray, a genuine carbon-fibre roof, an ABW Motorsport rear diffuser, ABW wheel arch extensions, a modified BMW E46 M3 boot

spoiler, WRC door mirrors, Morette headlights and XXR eighteen-inchers. Like the wagon, it can also boast a Version 6 bonnet and front end, a P1 splitter, smoothed rear doors and bespoke West Herts Customs decals.

Gary's car is thought to be producing close to 340bhp through the use of gear that includes Lateral Performance 900cc fuel injectors, an Enduring Solutions ECU daughterboard, a Race Dynamix custom map, a VF turbocharger, a Version 3 inlet manifold, a large front-mounted intercooler, solid boost pipes and a revised breather kit. Even so, it is the wagon's unorthodox exhaust system that is arguably the most impressive weapon in its airflow-improving arsenal; three-inch pipework travels through the rear of the car's stripped cabin and exits through its nearside sill, thus allowing for

a vastly reduced ride height (and avoidance of altercations with sleeping policemen!) courtesy of Apex coilovers.

Mark's green marvel makes use of a similar side-exit setup, although the saloon's exhaust pokes out from beneath the rear of its passenger's side skirt. The stainless system is connected to over 500bhp's worth of prime performance thanks to New Age cylinder heads and coil packs, Cosworth head studs, a Garrett GTX3582 turbocharger, a TiAL external wastegate, a front-mounted intercooler and a mass of Roger Clark Motorsport kit (including an induction system, 'Twisted Turbo' downpipes, gaskets, timing components and a high-flow oil pump). Fuelling is managed by an Alcatel ECU equipped with a 4bar MAP sensor, a Race Dynamix map and a JT Innovations loom, while Lateral Performance injectors, a



ENGINE

2.1-litre EJ20 turbo, Beatrush engine mounts, Engine Tuner stroker kit, closed deck block, New Age enlarged-port cylinder heads with Active Valve Control System (AVCS), Cosworth Extreme 11mm head stud kit, Garrett GTX3582 turbocharger, TiAL 44mm external wastegate, front-mounted intercooler, dump valve deletion, Roger Clark Motorsport (RCM) induction kit, mass air flow meter deletion, RCM gaskets, RCM timing belt guide, Kevlar timing belt, RCM oil separator and oil pump, 3-port oil catch can, Alcatel 'Motorsport Pack' ECU with anti-lag and launch control, Perrin 4bar MAP sensor, JT Innovations custom loom, 'New Age' coil pack conversion, NGK Racing spark plugs, Lateral Performance 340lph in-tank fuel pump, Fuelab adjustable fuel pressure regulator, Lateral Performance 900cc fuel injectors, CDF Design billet fuel rail, Parallel fuel rail mod, braided fuel lines with AN6 fittings, RCM GT Spec 2 exhaust manifolds, RCM 'Twisted Turbo' downpipe kit, custom 3in side-exit exhaust system

PERFORMANCE

500bhp (estimated)

TRANSMISSION

New Age STi six-speed gearbox and front driveshafts, Xtreme heavy duty twin-plate clutch, delay valve deletion, R180 rear differential, Beatrush gearbox mount and gear selector bushes

SUSPENSION

Tein Superstreet coilovers, JDM alloy wishbones, Whiteline suspension components throughout (anti-lift kit, roll centre correction kit, front and rear drop links, 24mm front and rear anti-roll bars, uprated rear anti-roll bar mounts, rear subframe locking bolts, outrigger bushes), Beatrush rear differential brace, front strut brace

BRAKES

AP Racing four-piston front calipers, New Age Brembo rear calipers, grooved discs, performance pads

WHEELS & TYRES

9.75x18in XXR 530 multi-spokes painted Chrome Black, 265/35/18 Nankang NS-2R tyres

EXTERIOR

Full respray in Candy Green, genuine carbon-fibre roof skin, Version 6 STi alloy bonnet, RCM reverse scoop, Aerocatches, Morette headlights, P1 splitter, WRC carbon-fibre door mirrors, lightened and smoothed rear doors, smoothed side skirts, ABW Motorsport rear diffuser and wheel arch extensions, smoothed and de-locked boot lid, modified BMW E46 M3 boot lid lip spoiler, carbon-dipped wiper arms, A-pillar aerial deletion, JDM plastic fuel filler flap, Hella horns, JDM fog lamp covers, West Herts Customs decals

INTERIOR

Stripped cabin, Corbeau fixed-back racing seats, Sparco three-spoke steering wheel with snap-off boss, flocked dashboard and door cards, flocked triple gauge pod, centre console switch panel, aluminium firewall and flat boot floor, ICE deletion



340lph fuel pump, a CDF Design billet fuel rail and a Fuelab adjustable pressure regulator feed the 2.1-litre lump with a plentiful supply of petrol.

Like Gary's wagon, the saloon sits on an upgraded chassis; both cars make use of New Age brake calipers, although Mark has opted for AP Racing four-pots at the front of his Impreza. The 36-year-old railway worker has also invested in Tein Superstreet coilovers and a mass of Whiteline suspension parts that includes an anti-lift kit, a roll-centre correction kit, front and rear drop links, subframe locking bolts, anti-roll bars and various mounts. Strut braces and Beatrush polybushes also feature prominently.


As you'd expect, these sensational Subarus have lost a lot of weight in their proud pilots' quests for increased speed and power, resulting in lightened

doors and gutted cockpits. Functional racecar cabins are the order of the day, helping Gary and Mark to set their sights on this year's RYWB Challenge.

'I finished second overall at the end of the 2015 season,' smiles Mark. 'It was a good result, but one that I intend to smash following my decision to unleash at least 650bhp from my car's engine and turbocharger,' he adds, pointing out his GTX3582's ability to competently handle up to 700bhp if the need or desire should so arise.

Whatever the outcome of his next round of modifying happens to be, we're sure to be in for an exciting season of Subaru-shaped thrills and spills during 2016's RYWB campaign.

Get yourself along to Santa Pod and witness the lads pitch their Imprezas against the AMG-badged Mercs, the RS-kitted Audis, fruity Fords and hot

Hondas that they'll undoubtedly find themselves up against. And who knows? Maybe you'll be inspired enough to have a go at beating them at their own game?! 

**NOW IT'S YOUR TURN!
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GARY AND THE REST OF THE RUN
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SCHIZOPHRENIC
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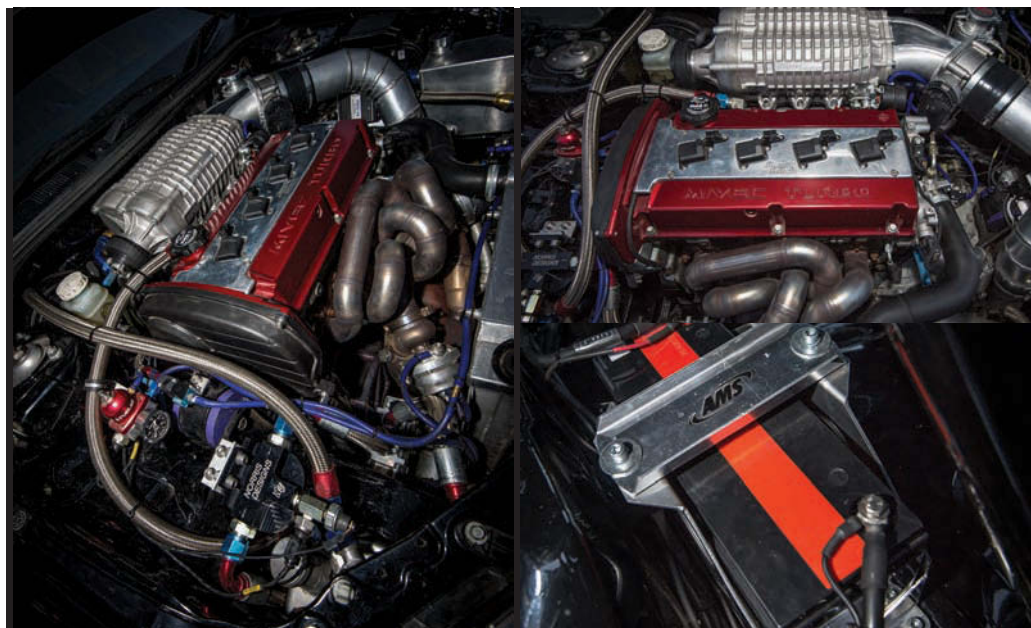
Turbocharging is great. Not only is it allowing manufacturers of new cars to be able to fit smaller, more economical engines that can still pack a punch far above that which their displacement would suggest, but it also allows tuning fans huge scope to improve their car's power potential by fitting increasingly larger turbines. Now, we all know that this is an extremely simplistic way of looking at turbocharging and there's many other factors that need to work in conjunction with a monster blower to provide the results that we all crave, which

can be substantial, however, there's almost always a trade off. While not necessarily a given in all cases, in the majority of applications, when a bigger turbo is fitted the gains seen to peak power can often come at the cost of lag and the lack of a usable broad powerband further down the rev range. And while this trait can be acceptable in disciplines such as drag racing, where cars are launched from high rpm and bang through the gears, never venturing out of their usually gigantic turbo's powerband, for a car to work well on a circuit, where drive out of a range of

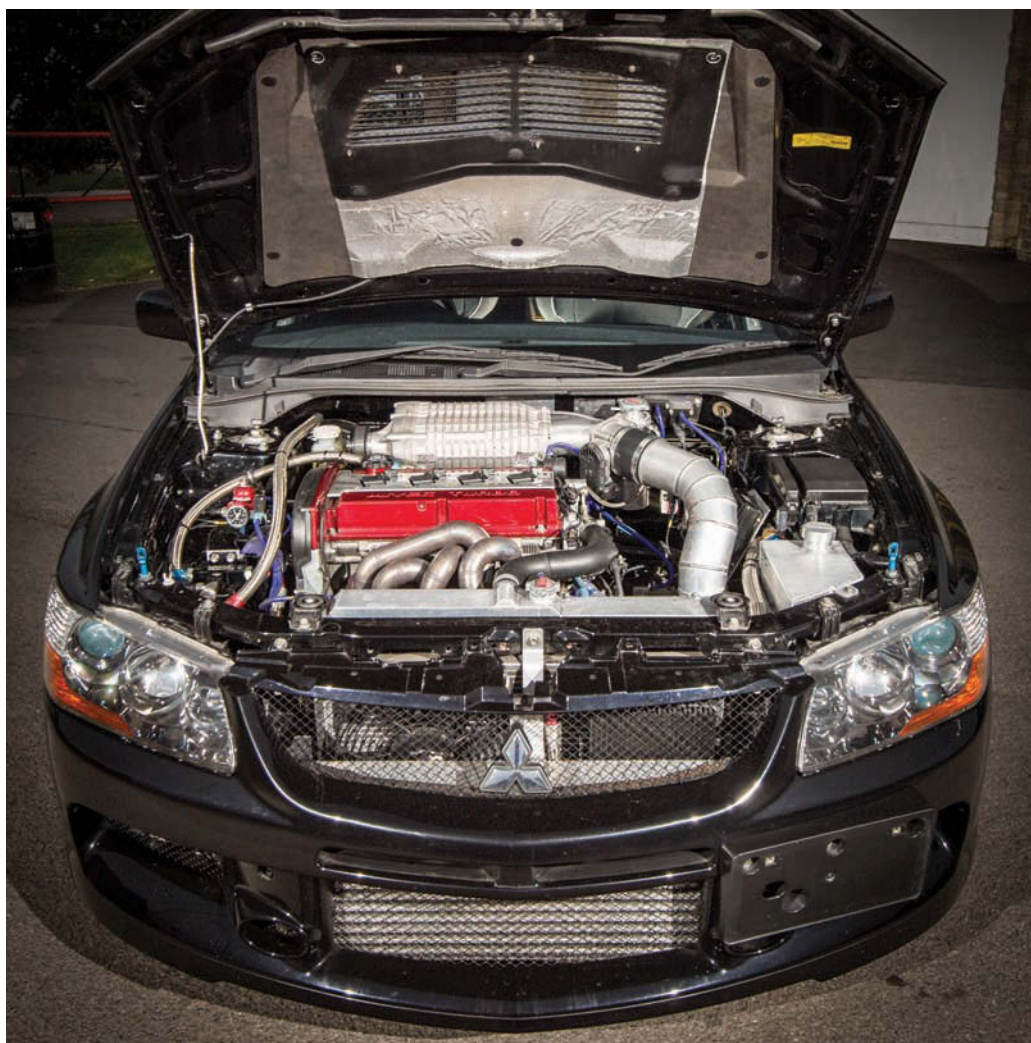
varying radius and speed corners is of utmost importance to gaining good exit speed and translating to a fast lap time, this lack of low down grunt and peaky power delivery can leave drivers wanting. So what's the solution? Superchargers are the forced induction cousins of turbochargers, but work not off exhaust gases but a direct link to the engine itself. For this reason, they do not suffer from the lag time it takes for the exhaust gases to spool a large turbine, and can start to generate positive boost pressure from extremely low revs. On the face of it, this

may sound like the perfect solution, however, not only do superchargers' direct-drive nature add additional strain to the mechanical operation of the engine, sapping a small amount of power just to run them, but they also have a tendency to run out of puff higher up the rev range, where a turbo system may still be getting into its stride. Looking at each method individually, it's clear that neither offers what would seem the perfect all-round package of zero lag, strong low and mid range and a killer top end, but what about if you could have both?





**'IT WAS MAKING
659BHP ON REGULAR
PUMP FUEL'**



John Dolan is a Lancer fan from central Scotland for whom the temptation of endowing his track-prepped Evo IX with the best of both worlds that a twin-charged set-up provides, was simply too much to bear...

'Like many performance car fans I graduated to owning an Evo after years playing around with Ford RS models,' chuckles the speed-hungry Scotsman. 'But a lack of four-wheel drive turbo models from the Blue oval brand, meant I started looking elsewhere to get my performance car-based kicks.'

After first looking at a few Subaru Imprezas, John's now illustrious journey with Mitsubishi's began in 2003 when he took delivery of an Evo VIII FQ300 that his boss supplied to him as a company car. As a surveyor by trade, the 300bhp Lancer was a blast to drive and meant John no longer had any excuses for being late to any scheduled meetings!

'Unfortunately that car didn't even last 12 months,' John laughs. 'I'm sure it was an issue



with the AYC that caused it! But either way I was looking for a replacement, and after a year behind the wheel of a Lancer there was simply no way I wasn't getting another.'

At the time, rumours were around that Mitsubishi was about to launch its ninth generation of the Evo anytime soon, so before a date had even been officially announced, John placed an order with his local dealer to secure a car as soon as they hit the showrooms.

'The nine arrived in August 2005 and I mildly modified it, as it was to be my daily driver,' recalls John. 'However, after running it for a few years, I competed in an MLR sprint event in 2007, and it made me realise I wanted a more focused machine for the track.'

Sensibly, not wanting to ruin the useability of his daily driver, John began searching the classifieds and forums for a suitable steed to take on the track duties. After not finding anything that ticked the boxes in the UK, John decided to take the route of importing a car from

Japan, so joined up to some auction sites and got an agent to deal with the purchase.

'After five long months, I finally found a car I wanted, a 2005 Evo IX GT with low mileage in excellent condition,' says John. 'So after my bid was accepted it was just a case of waiting for the car to arrive in the UK.'

Eight tense weeks later, when the car finally landed at Liverpool docks, he knew it was worth the wait. And after a painless registration process and SVA test, John had his new base for what would become his track weapon – all at a price which worked out to be around £7000 less than similar spec cars were selling for here in the UK.

After a stint doing little more than collecting dust in John's garage, it was decided that the project should begin in earnest.

'With the help of some technicians from a local garage we set about stripping the shell and removing the engine,' John remembers. 'I then sold on much of the stock parts including the seats and door cards, wheels

and suspension to help fund the next round of the development.'

As an ex-Ford fan, John was well aware of the reputation of Northampton-based tuning outfit Cosworth who, at the time, were expanding their reach into the Japanese market, offering a whole host of tuning solutions for various Japanese road rockets, including the Evo.

After contacting the world renowned firm, it was decided that a big valve CNC head and 2.2-litre stroker short block would be the way to go, so John got out his chequebook and ordered the parts without delay.

'Whilst I was waiting for the Cosworth parts to arrive I decided to purchase an Evo IX crate engine from Daytona Mitsubishi in Florida, with the idea of assembling the stroker motor by utilising all the necessary parts from the crate engine,' John says. And while this may sound like an extravagantly expensive way to build an engine, after John had sold off the original long block GT engine, plus all the leftover parts from the crate

motor, the brand new Cosworth stroker motor actually ended up costing surprisingly little.

'Although I had always planned to build the motor myself, work commitments got in the way and meant I had to relinquish the build to Agra Engineering in Dundee. Agra did a great job and I soon had the new stoker motor, complete with Cosworth M3 cams sitting in my garage awaiting installation.'

With the motor sorted, John turned his attention to a suitable turbo for the car. Getting a turbo which would give the best response, rather than outright power, was a key concern for John and he settled on a Full Race GT4088R with one of the company's vertical flow intercoolers and an uprated radiator to improve cooling.

'Being concerned about the ever stricter noise limits at different track venues across the country, I decided to remove the screamer pipes and recirculate the wastegate back into the downpipe, so had an Inconel manifold made by Thermal Logic



BOLT-ON BADBOY
AFTER DEVELOPING THE KIT ON JOHN'S EVO, NORRIS DESIGNS NOW OFFER A FULL BOLT ON SUPERCHARGER KIT FOR THE EVO IV-IX. CONSISTING OF A ROOTS TYPE SUPERCHARGER PLUS ALL THE NECESSARY FIXTURES AND FITTINGS, WHEN EQUIPPED TO AN ENGINE OF JOHN'S SPEC MAKES PEAK POWER OF 660BHP AT 2.4 BAR OF BOOST, BUT FEATURES NO LAG AND A POWER BAND TO DIE FOR. THE KIT COSTS £7794 PLUS INSTALLATION

which fitted the bill perfectly,' John highlights. 'I also swapped the vertical intercooler for a traditional kit, which was said to work better with my setup.'

An AMS F1 inlet manifold with BBK throttle body was the next item to make its way onto the Evo's engine while an AMS 1000bhp fuel system with Bosch 044 fuel pump was also ordered to ensure the thirsty motor had enough juice at its disposal.

'After fitting the fuel system and sourcing and installing the Exe-TC coilovers and AP Racing big brake kits, the car was almost ready for its engine and final assembly, but again time constraints with work meant the project was

put on the back burner for a while,' John remembers. 'It wasn't until almost three years later in February 2012 that I resumed the project by dropping off the rolling shell to Arnside Motorsport in Cumbria, where they would strip the car, add a weld-in rollcage and Sparco seats and repaint the shell along with undertaking numerous chassis lightening to ensure the shell was as light as possible.'

With his goal of a track ready sprint contender finally in his sights, John did a spot of homework on his likely competitors and, having not attended a sprint event since a few years previously, was shocked to find he would now be seriously outgunned by

the opposition.

'The cars competing in the sprint series had evolved substantially since I last saw them,' laughs John. 'And it was clear I'd need a much more potent setup if I was going to be up there with the front runners.'

Looking at some of the varying setups ran by the best cars in the series, it was the twin-charged Evo V of Madmac Motorsport that caught John's eye and lit a desire for a similar setup for his own car.

'I initially planned a home made twin-charged setup, but after some research decided it was a job best left to the professionals,' John laughs. 'At the time I only knew of two people in the UK who had

successfully twin-charged an Evo – Madmac Motorsport in Scotland and Norris Designs in Wiltshire.'

As John himself is based in Scotland, it was the obvious choice to speak to Madmac Motorsport first, and they were extremely helpful with advice on what the setup involved, but admitted to having no experience of carrying out the conversion on the later VII-IX models.





'IT FELT MORE LIKE RIDING MY KAWASAKI ZX10R THAN A CAR!'

That left Simon Norris, who luckily for John – even though he was based hundreds of miles away – was confident that he could sort the job without issue. The gleaming shell arrived at Norris HQ in March 2013.

'When I dropped off the car, it was agreed that, along with the supercharger setup, Simon would also install his dry sump system and tanks, a Bosch drive-by-wire throttle body and pedal, a new ND intercooler system, power steering eliminator kit and swap the injectors to ID1300s. A Motec M800 ECU would then be used to control operations,' John says. 'I knew it was far from a simple process, but was excited about the results.'

Simon kept John informed of the progress of the build at every step and it was obvious that there were some substantial engineering issues to solve along the way, but Simon was tackling each issue head-on and finding solutions to keep the project on track. Along with the various

complications of the build, the very aspect of sourcing suitable parts was proving time consuming, too, along with the need to alter or modify every item to allow them to work with this installation.

'It wasn't until December 2014 that Simon contacted me to advise he had finalised the setup and had completed the initial power runs,' John says. 'It was making 659.9bhp on pump fuel, but with the kind of powerband that just isn't possible on conventional forced induction setups.'

A race fuel map was then undertaken but unfortunately supercharger belt slip reared its head, requiring a change to wider pulleys and stronger Kevlar belts along with supporting brackets to ensure belt integrity, however, once this was completed, the power rose even further!

'With the car complete, I travelled down to pick it up, which was a total travel time of over 26-hours!' John chuckles. 'But it was

definitely worth it. Driving the car, I had never experienced such a strong powerband so low in the rev range. It felt more like riding my Kawasaki ZX10R than driving a car. It was amazing!'

So with his superbike-slaying track monster now back home, can John finally live out his dream of competing in the MLR sprint series and running with the top dogs in the heat of battle?

'There's a few things left to do before I hit the track in anger,' he smiles. 'Such as install the fire extinguisher system, harnesses, aero bodykit and a Drenth sequential dog 'box, but I'm hoping to have it ready to hit the grid at the start of the season in the Spring.'

We certainly hope he hits his deadline this time, as it would be incredible to see this black beast being used to its full potential on track. And with that evil twin-charged motor under the bonnet, we're sure it'll put the willies up a lot of the competition before it even turns a wheel! **JP**



ENGINE

Cosworth short block, Cosworth 94mm billet crankshaft, Cosworth 86.00mm forged pistons, Cosworth forged con rods (by Carrillo), Cosworth CNC big valve ported head with Mivec, Cosworth bearings, Cosworth head gasket, Cosworth M3-spec Mivec cams, HKS adjustable exhaust pulley, ND head studs, ND balance shaft eliminator, ND custom inlet manifold, ND chargecooler, Harrop supercharger, Bosch DBW throttle body and pedal, ND intercooler, ND custom chargecooler radiator, ND power steering eliminator kit, ND chargecooler header tank, Sparktech Pro 14 Pro COP Evo IX system with M&W 14 CDI, ND dry sump, tank and lines, Ralliart thermostat, PWR 40mm radiator, AMS 1000bhp fuel system with Bosch 044 pump, ND fuel rail, ID 1300 injectors, Full Race GT4088R turbo kit, down pipe and mid-pipe, ND de-cat, Trust 3in titanium exhaust

TRANSMISSION

Standard 5-speed GT 'box (soon to be replaced with Drenth sequential), standard ACD, AMS modified rear diff, Exedy triple carbon clutch

BRAKES

AP Racing CP5555 362mm front brake kit, AP Racing rear brake kit, Carbotech pads front and rear

SUSPENSION

Exe-TC coilovers, Exe-TC top mounts, Ralliart bushing rear diff support insulator, bushing rear diff support arm, rear upper arm front bush, rear upper arm rear bush, rear trailing arm bush and rear lower arm damper bush

WHEELS & TYRES

8.5x18in ET30 Volk Racing RE30 wheels in bronze, Avon supersoft slick tyres

EXTERIOR

OEM Evo IX (for now!)

INTERIOR

Stripped interior with AMS T45 certified weld-in cage, AMS T45 seat tubes, AMS sill stand tubes, rear bulkhead removed, rear doors gutted and windows fixed in place, rear carbon window vents, AMS flocked dash, Sparco ADV seats, Schroth harnesses (still to be fitted), AMS battery box, Red Top 30 battery

ABP MOTORSPORT

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Call our Sales Team Today

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HONDA Civic Type R FN2

ABP have developed a full range of tuning parts for the FN2 Civic Type R using our own development car. Testing on the Nurburgring we offer exclusive suspension, brake and performance parts that guarantee to bring your Type R alive! Who said the EP3 was better.



EXHAUSTS

MILLTEK SPORT ABP exclusive cat-back stainless steel exhaust system.....	£499.00
These exclusive to ABP Milltek systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains.	
MILLTEK SPORT 3" round tailpipe trims.....(pair)	£125.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe.....	£630.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat.....	£770.00
O2 simulator (removes ECU light with race manifold fitted).....	£70.50
PIPER Stainless steel cat-back exhaust system.....	£520.00
HKS Sport Muffler cat-back exhaust system (3" tailpipes & HKS trims).....	£862.00

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty).....	£41.00
K&N Apollo closed box air filter induction kit.....	£158.00
AEM Short Ram air induction kit (polished or red alloy intake pipe).....	£169.00
POWERTEC Stainless steel air filter kit (including heat shield).....	£149.00
PIPERCROSS Sports air filter kit (including heat shield).....	£145.00
HKS Racing Suction Kit (includes alloy intake pipe).....	£365.00

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit.....	£150.00
These are the very best springs you can buy for the FN2. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides. Please call for fully fitted prices.	
EIBACH Pro-Kit -15mm lowering spring kit.....	£159.00
All the advantages of our -30mm kits but with less lowering!	
EIBACH Front adjustable camber bolts (essential on lowered cars).....	£25.00
EIBACH Rear camber & toe shims (to get the very best handling).....(each)	£8.50
KW Variant 1 coil-over suspension kit (fully adjustable ride height).....	£879.00
KW Variant 2 coil-over suspension kit (fully adjustable height & rebound).....	£1,069.00
KW Variant 3 coil-over suspension kit (fully adjustable height, bump & rebound).....	£1,379.00
TEIN S-Tech lowering spring kit (Front -15mm Rear -20mm).....	£228.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping).....	£1,080.00
EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability).....	£108.00
ABP Stage 1 Fast Road suspension geometry set-up (including camber bolts).....	£135.00
This set up in ABP's workshop improves the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.	
ABP Stage 2 Fast Road suspension geometry set-up (including bolts & rear shims).....	£224.00
As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.	

BRAKES

STOPTECH Fast Road Front brake pads.....(set)	£49.00
STOPTECH Front Sport Stop Grooved brake discs.....(pair)	£190.00
STOPTECH Rear Sport Stop Grooved brake discs.....(pair)	£145.00
POWERSLOT Front 350mm Big-disc conversion kit.....	£355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs. Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.	
STOPTECH Touring 300mm 4-POT Brake conversion kit*.....	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot caliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
STOPTECH BBK 328mm Brake caliper conversion kit*.....	£1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. Choice of Black or Red calipers	
*EIBACH 15mm Pro-Spacer kit (required to fit Stoptech brake kits behind OE Honda wheels).....	£108.00
FERODO DS2500 Front high performance brake pads.....	£99.50
FERODO DS2500 Rear high performance brake pads.....	£92.50
EBC Red Ceramic Front high performance brake pads.....	£87.00
EBC Red Ceramic Rear high performance brake pads.....	£54.00
EBC Turbo Groove drilled & grooved front brake discs.....(pair)	£245.00
TAROX G88 40-Groove high performance front brake discs.....(pair)	£217.00
GOODRIDGE Stainless steel 6-line brake hose kit (including distribution blocks).....	£175.00
MOTUL RBF600 High performance brake fluid (1/2 LT).....	£15.50
FOLIATEC Caliper paint kit (various colours).....	£24.90

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

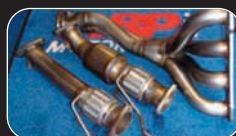
OTHER ITEMS

HKS Iridium spark plugs (set 4).....	£82.00
PIAA Headlight bulb upgrade kits (Set of 4 bulbs - sidelight, dip & main beam).....	from £95.00
YOKOHAMA 225/40X18 PARADA Spec 2 tyre.....	£125.00
YOKOHAMA 225/40X18 ADVAN NEOVA A008 tyre (ultimate track day tyre).....	£169.00
YOKOHAMA 225/35X19 Advan Sport OE tyre.....	£215.00

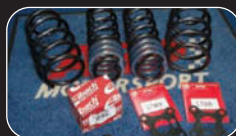
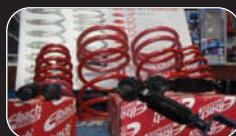
SERVICING FOR FN2 & EP3 TYPE R

ABP offer a full range of servicing to HONDA specification which will not affect the manufacturer's warranty.	
12 month / 12,500 mile service to HONDA spec including all parts & Labour.....	£119.00
24 month / 25,000 mile service to HONDA spec including all parts & Labour.....	£198.40
36 month / 37,500 mile service to HONDA spec including all parts & Labour.....	£154.00
48 month / 50,000 mile service to HONDA spec including all parts & Labour.....	£198.40
60 month / 62,500 mile service to HONDA spec including all parts & Labour.....	£119.00
72 month / 75,000 mile service to HONDA spec including all parts & Labour.....	£385.00
All of our services include MOTUL fully synthetic oil, Honda oil & air filters & NGK spark plugs. Cars are serviced to exact HONDA specification and service books are stamped maintaining the warranty. If cars are fitted with performance air filters above prices will be reduced accordingly.	

FULL RANGE OF PARTS AVAILABLE FOR ALL MAKES / MODELS
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- Competitive prices

Please phone
if your car is not
listed, as only a small
range of our parts
are listed

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- Workshop Fitting Service • MOT
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HONDA Civic Type R EP3

ABP purchased an EP3 Type R back in 2001 with the sole aim of developing a full range of tuning parts. We offer exclusive ranges of suspension, brake and performance parts that we believe are the very best available. 10 years on the EP3 is still a great car and more affordable than ever so with a few choice mods the tuning world is your oyster...



EXHAUSTS

PIPER ABP exclusive Single-box cat-back stainless steel exhaust system.....	£349.00
These exclusive to ABP Piper single silencer systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains. System has a 64" oval tailpipe.	
PIPER Twin-box cat-back stainless steel exhaust system As above but with 2 silencers - same power with less sound!.....	£399.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe.....	£498.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat.....	£678.00

Independent rolling road tests show an incredible increase of +22BHP using a PIPER manifold, de-cat and exhaust system on the EP3 Type R!

DC SPORTS Stainless steel SC5 cat-back exhaust system (4" round tip).....	£430.00
DC SPORTS Stainless steel SHORTY exhaust manifold (uses original cat).....	£375.00
DC SPORTS Stainless steel RACE exhaust manifold (removes catalyst).....	£395.00
All DC Sports items are beautifully crafted in polished stainless steel and offer fantastic looks and power gains. The SC5 system comes with a removable silencing baffle ideal for track days.	
O2 simulator (removes ECU light with race manifold fitted).....	£70.50
HKS Hi Power 409 cat-back exhaust system (120mm angled tailpipe).....	£471.90
Stunning JAP style exhaust system with removable silencing baffle and polished 120mm tailpipe.....	£204.00
SUPERSPRINT Stainless Steel straight through 8-pipe.....	£26.00
ENERGY SUSPENSION Up-rated engine mount insert bush kit.....	£26.00

Essential when using any modified exhaust manifold. These also aid traction & prevent wheel hop.

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty).....	£49.00
K&N 571 Air filter kit.....	£109.00
K&N Typhoon air filter induction kit (wrinkle red finish intake pipe).....	£150.00
AEM CAI Cold Air Induction kit (filter relocated behind front bumper) +15BHP.....	£245.00
AEM V2 Air Filter Induction kit (Unique dual plenum intake pipe) +18BHP.....	£265.00
PIPERCROSS VENOM Sports air filter kit (fully enclosed air box system).....	£175.00

Intake kits make a massive difference to the EP3 Type R offering anything up to +18BHP power gains.

Choosing the right combination of exhaust system and filter kit can add up to +25 BHP power improvements!

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit.....	£150.00
These are the very best springs you can buy for the EP3. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides.	
EIBACH Pro-Kit -15mm lowering spring kit - All the advantages of our -30mm kits but with less lowering!.....	£159.00
EIBACH Front adjustable camber bolts (essential on lowered cars).....	£25.00
EIBACH Rear fully adjustable camber bolts (to get the very best handling).....(pair)	£135.00
BILSTEIN B4 Shock absorber kit (front & rear shocks).....(set 4)	£385.00
BILSTEIN B8 Sports up-rated shock absorber kit (front & rear shocks).....(set 4)	£655.00
BILSTEIN are arguably the Worlds best shock absorbers, developed on the Nurburgring they offer fantastic chassis control without the extremes of coil-over set-ups. Simply the best real World suspension solution.	
TEIN S-Tech lowering spring kit -20mm.....	£228.00
TEIN BASIC coil over suspension kit (adjustable height only).....	£708.00
TEIN Superstreet coil over kit (adjustable height & damping).....	£804.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping).....	£1,080.00
EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability).....	£108.00
JDM Rear Anti Roll Bar (including bushes).....	£102.50
E-TECH front polished alloy strut brace.....	£87.50
E-TECH front wide-bar lightweight alloy strut brace.....	£170.00
ABP Fast Road suspension geometry set-up (including front camber bolts).....	£155.00

This set up in ABP's workshop improves the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

BRAKES

STOPTECH Fast Road Front brake pads (set).....	£49.00
STOPTECH Fast Road Rear brake pads (set).....	£38.00
STOPTECH Front Sport Stop Grooved brake discs (pair).....	£190.00
STOPTECH Rear Sport Stop Grooved brake discs (pair).....	£140.00
POWERSLOT Front 350mm Big-disc conversion kit.....	£355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs. Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.	
STOPTECH Touring 300mm 4-POT Brake conversion kit*.....	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot caliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
EIBACH 15mm Pro-Spacer kit* (required to fit Touring kit behind OE Honda wheels).....	£108.00
STOPTECH BBK 328mm Brake caliper conversion kit.....	£1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. This kit fits behind the original Honda 17" alloy. Choice of Red or Black calipers	
FERODO DS2500 Front high performance brake pads.....	£99.50
FERODO DS2500 Rear high performance brake pads.....	£91.50
EBC Red Ceramic Front high performance brake pads.....	£87.00
EBC Red Ceramic Rear high performance brake pads.....	£58.00
EBC Turbo Groove drilled & grooved front brake discs.....(pair)	£245.00
TAROX G88 40-Groove high performance front brake discs.....(pair)	£217.00
GOODRIDGE Stainless steel 4-line brake hose kit (zinc plated unions).....	£62.00
MOTUL RBF600 High performance brake fluid (1/2 LT).....	£15.50
FOLIATEC Caliper paint kit (various colours).....	£24.90

OTHER ITEMS

HKS Iridium spark plugs (set 4).....	£82.00
NEUSPEED Short Shift gear lever kit.....	£95.00
EXEDY OE 3-piece Clutch kit - Fitting service available.....	£195.00
PIAA Headlight bulb upgrade kits (Set of 4 bulbs - sidelight, dip/main beam).....	from £65.00
PIAA Silicone front wiper blade kit (pair of silicone wiper blades).....	£43.00
YOKOHAMA 215/40X17 PARADA Spec 2 tyre.....	£92.00
YOKOHAMA 215/40X17 ADVAN NEOVA A008 tyre (ultimate track day tyre).....	£156.00
ABP recommend changing the original 205/45X17 tyres to the better 215/40X17 size. Wider, slightly lower profile these tyres offer improved handling, grip, feel and they're cheaper!	

← SERVICING - See FN2 Listing

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* Orders must be placed before noon and are only available on stock items (excluding Sunday). Please phone for postage prices on your order

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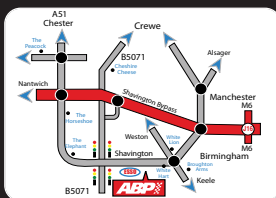
Orders can be placed by phone with a credit/debit card for immediate despatch. Postal orders and cash are also acceptable. At ABP full security checks are made to ensure the validity of the credit card holder. All attempted credit card frauds are reported to the police.

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How to find us



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416 Newcastle Road, Shavington,
Crewe, Cheshire CW2 5EB
Fax 01270 568177
sales@abpmotorsport.co.uk

Opening Hours
Mon-Fri 8.30am - 6.00pm
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STOPTECH
HIGH PERFORMANCE BRAKE SYSTEMS



ABP are an official UK importer of STOPTECH brakes and offer the full range of high performance brake pads, brake discs and the AWESOME caliper conversion kits. Used extensively in Time Attack series cars these kits are reputed to be the best available. Full range of 4 & 6 pot kits available for most Japanese cars please call for prices to make your car STOP!

STOPTECH High performance brake pads	from £38
EVO 5-9 & Impreza STI FRONT & REAR brake pad set	£118
STOPTECH High performance grooved brake discs	from £140
Mitsubishi EVO 5-9 Front grooved brake discs	£225
Mitsubishi EVO 5-9 Rear grooved brake discs	£195
Honda Civic Type R FRONT & REAR grooved brake kit	£330
STOPTECH Big Brake Caliper conversion kits	from £995
Honda Civic Type R EP3 & FN2 touring kit (300mm)	£995
Honda Civic Type R EP3 & FN2 (4-pot 328mm)	£1,450
Mitsubishi EVO 7-10 (4-pot & 6-pot kits)	from £1,550
Nissan Skyline R32, 33, 34 (4-pot & 6-pot kits)	from £1,550

Full range available for Honda, Lexus, Mazda, Nissan, Subaru & Toyota

AEM
ENGINEERED TO OUTPERFORM



AEM offer the very best intake kits for your Japanese car. AEM lead the way in air filter technology and now use the revolutionary DRYFLOW filter units. ABP are an official AEM importer dealing directly with the manufacturer!

• Massive Range stocked • Excellent power gains • Call for prices

Cold Air Intake Kits	
Honda Integra Type R DC2	£269.00
Honda Integra Type R DC5	£255.00
Subaru Impreza inc. STI (2001 on)	£262.00
Subaru Impreza Inc STI (2008 on) +308HP	£255.00
Mazda MX5 (2006 on)	£275.00
Mitsubishi EVO 10 +168HP	£275.00
Short Ram Intake Kits	
Mitsubishi EVO 7, 8, 9 (inc. heat shield)	£235.00
Nissan 350Z (inc. heat shield)	£315.00
Subaru Impreza inc. STI (2001 on)	£169.00
V2 Dual Plenum Air Intake Kits	
Honda S2000	£275.00
Honda Civic Type R EP3 & DC5 Integra	£265.00

DC
SPORTS



ABP are official importers UK importers of DC Sports products direct from the USA. Products include ceramic coated & stainless steel exhaust manifolds and stainless steel exhaust systems.

DC Sports Exhaust Manifolds	
Honda Civic Type R EP3 Stainless Steel Race manifold - (These fully polished manifolds also remove the catalyst)	£395.00
Nissan 350Z Ceramic Coated tubular sports manifolds (pair)	£475.00
Mitsubishi EVO 5-9 Large Bore Stainless Steel Race Manifold	£399.00
DC Sports SCS Stainless Steel Exhaust Systems	
Honda Integra Type R DC2	£399.00
Honda Integra Type R DC5	£430.00
Honda Civic Type R EP3 (inc. removable baffle)	£430.00
Mitsubishi EVO 7, 8 & 9	£449.00
Nissan 350Z (Sounds like a 911 Race car!)	£699.00
Subaru Impreza (2002 on) inc. STI & WRX	£425.00

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE



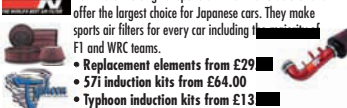
EIBACH produce the Worlds finest springs with quality second to none. Not only do they improve the looks of the car but they also offer better handling with improved ride quality. ABP offer the full range of EIBACH suspension products available including lowering spring kits, suspension kits, alignment products and wheel spacer kits. **PLEASE CALL**



Bilstein produce a massive range of shock absorbers and suspension kits for Japanese cars including B4 replacement dampers, B6 & B8 sports shock absorbers and fully adjustable coil over suspension kits. All Bilstein development work is carried out on the legendary Nurburgring.



ABP can supply and fit the full range of HKS tuning products from Japan. HKS offer some of the finest quality tuning parts available in the World. Products available include sports air filter kits, sequential dump valve kits, iridium spark plugs, exhaust systems, intercoolers, boost controllers, suspension, cams, electronics and more. **PLEASE CALL**



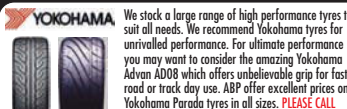
K&N were the original sports air filter manufacturer and offer the largest choice for Japanese cars. They make sports air filters for every car including F1 and WRC teams.

- Replacement elements from £29
- 571 induction kits from £64.00
- Typhoon induction kits from £13



ABP stock the full range of PIAA products including bulbs, silicon wiper blades, lamps and vision products. PIAA produce a massive range of lighting products to suit all applications and they are used extensively in motorsport throughout the World. Don't confuse PIAA bulbs with the cheaper brands out there as PIAA are THE BEST.

• LED Sidelight bulbs from £24.50 • Headlight bulbs from £35.00 • Silicon wipers from £21.50

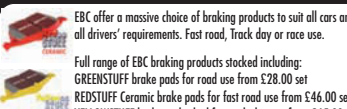


We stock a large range of high performance tyres to suit all needs. We recommend Yokohama tyres for unrivalled performance. For ultimate performance you may want to consider the amazing Yokohama Advan A008 which offers unbelievable grip for fast road or track day use. ABP offer excellent prices on Yokohama Parada tyres in all sizes. **PLEASE CALL FOR BEST PRICES ON YOKOHAMA TYRES**



We offer the full range of TEIN suspension to suit all needs & budgets. TEIN offer kits to suit road, track day, drift or competition use. Choose from a lowering spring kit to a fully adjustable coil over kit with adjustable alloy top mounts. Kits available for Honda, Lexus, Mazda, Mitsubishi, Nissan, Subaru & Toyota.

• Lowering Springs from £155 • **TEIN** • Coil-Over Kits from £660



EBC offer a massive choice of braking products to suit all cars and all drivers' requirements. Fast road, Track day or race use.

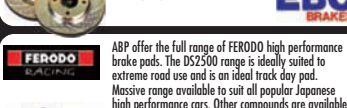
Full range of EBC braking products stocked including:
GREENSTUFF brake pads for road use from £28.00 set
REDSTUFF Ceramic brake pads for fast road use from £46.00 set
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Tarox G88 40-Groove brake discs offer awesome braking performance under the most extreme conditions. Unique heat treatment process makes these one of the strongest discs available. Full range of uprated brake discs, brake pads and big caliper conversion kits available for most Japanese cars. **PLEASE CALL**

Fast Road brake pads from £49.00
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ABP offer the full range of FERODO high performance brake pads. The DS2500 range is ideally suited to extreme road use and is an ideal track day pad. Massive range available to suit all popular Japanese high performance cars. Other compounds are available for more extreme track use or full race applications.

- Honda Civic Type R EP3 & FN2 Front DS2500 Brake pads £99.50
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Our fully equipped modern workshop allows us to carry out a full range of servicing, maintenance & performance modifications in-house. Staffed by fully qualified enthusiastic technicians trained to the highest standards we are able to skilfully fit, set-up, tune and optimise any modifications to get the best out of your car - This is our passion! From regular manufacturer spec servicing, MOT testing, performance tuning & chassis development to full on track day preparation we can offer the complete service.

ABP's workshop carries Cheshire County Council Trading Standards approval assuring you of the highest quality and 1st class customer service. ABP achieved Trading Standards first perfect 100% mystery shop result in August 2010.

ABP were awarded CAT magazines coveted title of National Garage of the Year in both 2010 and 2011. An award we all take very seriously and testament to our very high standards.

- Performance Parts Installation
- Manufacturer Spec Servicing
- Suspension Fitting Specialists
- Wheel alignment & Suspension Geometry
- Maintenance & Repairs
- MOT Testing Station
- Customer Supplied Parts Fitted
- Clutch fitting
- Cam / Timing Belts Replaced
- Fully Skilled & Experienced Staff
- Trading Standards Approved
- National CAT Garage of the Year 2010 & 2011



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We offer a full servicing & Maintenance service to our customers. ABP Service all cars to manufacturer specification therefore maintaining warranties & correct service history!

The advantages our service gives you over & above the dealers (or stealers!) are:

- Enthusiastic passionate staff
- Guaranteed level of personal service
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- Competitive Labour prices
- All makes / models worked on
- No problems with imports
- One-Stop tuning shop

Full range of servicing / maintenance available including timing belts, clutches, brakes, suspension & steering work.

Please phone with your exact requirements and we will be happy to advise and give competitive prices.

WHEEL ALIGNMENT & SUSPENSION GEOMETRY

- Vague Steering?
- Steering wheel miss-aligned?
- Excessive or uneven tyre wear?
- General poor handling?



Lots of Japanese cars have fully adjustable wheel alignment, castor adjustment & camber adjustment both front and rear. Manufacturer's geometry specifications allow for very generous tolerances which can lead to poor handling, excessive tyre wear, vague steering feel and even reduced MPG!

ABP can 'blueprint' your suspension geometry settings allowing you to benefit from maximum steering response & improved grip along with improved tyre life and increased economy. We have the latest computerised 4-wheel alignment equipment and are able to optimise the geometry settings on your car.

ABP can also offer unique FAST ROAD settings for many cars offering improved handling and turn in by introducing more extreme alignment practices. We can also set your geometry up to your own individual spec for track use or drifting etc.

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Examples

Full suspension 4-wheel alignment check and report (no adjustment)	£55.00
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Subaru Impreza Turbo / STI / WRX & Mitsubishi EVO 5-10	£135.00
Check and reset front & rear Wheel Alignment & Camber angles to Fast Road spec	
HONDA S2000 Check and reset front & rear Wheel Alignment; Camber and Castor angles to Fast Road or Honda spec	£140.00
Honda Civic Type R EP3 ABP Fast Road suspension geometry set-up (Including front camber bolts)	£155.00
This set up includes supplying & fitting adjustable front camber bolts, reset the front & rear Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling and reduced tyre wear!	
Honda Civic Type R FN2 ABP Stage 1 Fast Road suspension geometry set-up (Including camber bolts)	£135.00
This set up includes supplying & fitting adjustable front camber bolts, reset the front Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling.	
Honda Civic Type R FN2 ABP Stage 2 Fast Road suspension geometry set-up (Including bolts & rear shim kit)	£224.00
As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.	

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ABP can provide various levels of suspension tuning for all Japanese vehicles. We offer a full fitting service on over 7 manufacturers lowering spring options, numerous sports shock absorbers and many complete adjustable suspension kits including fully adjustable coil-over kits.

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Shock Absorbers available from KONI, BILSTEIN, KW, SPAX and EIBACH

Suspension kits available from EIBACH, KONI, BILSTEIN, TEIN, KW, H&R, SPAX & GMAX

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Fully adjustable coil-over suspension kits supplied & fitted

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Brake discs & pads fitting	from £82.50	Clutch kits fitting	from £165.00
Big Brake conversion kits fitting	from £110.00	Pre / Post Track day check-over	from £55.00
Suspension kit fitting	from £165.00		

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All labour prices do not allow for seized, broken or damaged components on your car.

PLEASE CALL TODAY FOR PRICES/INFORMATION ON ALL THE ABOVE PRODUCTS

LORD OF THE FIVES

IT WOULD BE A MASTERCLASS IN UNDERSTATEMENT TO SAY THAT JAMES KANE KNOWS HIS MX-5S. IN FACT, THESE TWO ROADSTERS – JUST PART OF HIS GROWING COLLECTION – REPRESENT A STAGGERING COMMITMENT TO FINDING RARE AND OBSCURE PARTS...

WORDS: DANIEL BEVIS PICS: DAN SHERWOOD





There are obsessive types within every stream of the hobbysphere. Bibliophiles who will only read first editions. Movie buffs who insist on watching films in 70mm Ultra Panavision. Trainspotters who spend years hunting down a vintage locomotive running to a period timetable. When you start to focus this closely on the details, the borders of reality begin to distort and ebb away, until you become entirely single-minded, laser-focused on the task at hand. And in the case of serial MX-5 twiddler James Kane, that task is to hunt down the most obscure, unusual, nerdy and sought-after MX-5 tuning parts from Japan

and all across the globe. Cast your eyes to the spec boxes and you'll be treated to a veritable smörgåsbord of Mazda oddities; it's astonishing to see how deep the rabbit-hole goes. And every single piece is the subject of either an extensive and painstaking global search or the good graces of a Rolodex of contacts built up over years of talking to the right people. If it's ever been bolted to an MX-5, Eunos or Miata, James knows about it. And he's probably got it in his garage somewhere.

The pair we see here represent a small percentage of the overall collection, but they're two of our favourites.

Representing both camps of the forced induction milieu, we find a supercharger on the Corns Roadster (the white one with the SSR wheels) and a turbo bolted to the Tuckin 99 car (the silver one with the big arches and Watanabes). As with all James's roadsters, they're liberally studded with rare and desirable parts, and they've got a fairly uncompromising approach to translating the magic of JDM tuning to our own little island. They're not the first blown Mazdas he's had either...

'I had another supercharged one before the Corns Roadster, and three other turbos before the Tuckin 99,' James says nonchalantly. 'The big plus

point for a turbo or supercharger kit is the bang-for-buck they offer; the best increase in power over other engine performance parts. I love the IRTBs I have on my black MX-5, but the power increase isn't the same. A well set-up supercharger kit or turbo is not just about the headline power figure, either, it's also about the delivery.'

And, of course, turbos and blowers offer entirely different styles of power delivery; the belt-driven setup offering immediate boost, with the turbo serving up a clear power band to keep you on your toes. So let's start with the latter, the broad-hipped, turbocharged

‘WITH THE FLYIN’ MIATA TURBO KIT, POWER WAS UP TO AROUND 250BHP’



Tuckin 99...

‘I bought this car in 2007 with the RS Watanabe wheels and Tuckin 99 N2 arches already fitted,’ James explains. ‘The previous owner, Bryan, had bought the wheels and arches (that I had really wanted)

from a chap I knew in Scotland, Michael Tough – who was the expert at the time for rare MX-5 parts from Japan. I sold my own white turbo MX-5 to fund the purchase of the silver car, and as soon as I bought it I fitted the Garage Vary bonnet,

had quite a lot of it resprayed to tidy up the paintwork, and started saving my money for a better turbo kit.’

This is all par for the course with James – nothing’s ever static in his collection, everything’s constantly evolving, being honed to a nebulous concept of perfection before being refined yet again. The Tuckin 99

car was wearing a GReddy turbo kit

when James bought it, boosting it to a modest 160bhp, but having enjoyed a thrill-ride in a friend’s roadster that was running an FM2

turbo setup from US specialists Flyin’ Miata, he knew

which way he wanted to go. ‘The FM2 delivery gives good power low down, and it continues right up the rev range,’ he enthuses. ‘It’s an expensive kit, though, so I missed out on a lot of dinners for a while...but once I had my own Flyin’ Miata turbo fitted and the ECU tuned to suit by Performance 5, the grin factor was massive! Power was up between 240–250bhp at 12psi, so it had plenty of go to match the looks.’

With the grunt sorted, James set about studding the thing with obscure and offbeat parts because, well, that’s what he does. The super-rare Bodyshop Hayashi headlights appeared soon after, followed by the hen’s teeth carbon-fibre Recaros and the unicorn-like M2 roll bar found only on the holy grail roadsters of Mazda Japan’s M2 division.

THE MIGHTY BOOST

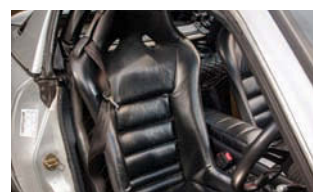
WHY DOES THE MX-5 ENGINE RESPOND SO WELL TO FORCED INDUCTION? WELL, THE ORIGINAL 1.6-LITRE MOTOR THAT YOU'D FIND IN EARLY MX-5S, EUNOS ROADSTERS AND MIATAS IS EFFECTIVELY A NAT-ASP VERSION OF THE 323 TURBO'S ENGINE; THE MAJOR DIFFERENCES CAN BE FOUND IN THE HIGHER-COMPRESSION PISTONS, AND LIGHTER CONRODS AND FLYWHEEL. THIS MEANS THAT THE ENGINE IS RATHER OVER-ENGINEERED AND UNDER-STRESSED IN THIS APPLICATION (IT'S PRETTY UNUSUAL FOR NATURALLY ASPIRATED ENGINES OF THIS ERA TO COOL THEIR PISTONS WITH OIL SPRAY, FOR EXAMPLE), AND IT'S MORE THAN UP TO THE TASK OF HANDLING THE STRESSES OF INCREASED HORSEPOWER AND OODLES OF BOOST. IT'S BASICALLY WHAT THEY WERE DESIGNED FOR!

Tuckin 99, for whom James has nicknamed the car, are an Osaka-based tuner specialising in Fives, who started making replica Mazdaspeed N2 arches after they went out of production, and it's this aesthetic that characterises the car. Added to this, you'll find some rare vented windows, a custom-made carbon-fibre ducktail – that's believed to be one of only two in the UK – and a wiper cover from a very obscure aftermarket outfit. The party continues inside, too, with the freshly imported quilted accoutrements, super-rare alloy stalks and all manner of hard-to-find bits. It's no exaggeration to say that, for James, the parts-hunting is an obsession.

This, as you might expect, is also true of the Corns Roadster. 'I bought this car in mid-2009; it had been imported around eighteen months previously from Japan,' says James. 'It gained the 'Corns Roadster' nickname in the MX-5 community as it was believed to have been worked on by Car Make Corns – a celebrated tuner in Japan. When the car first came to the UK it was fitted with the dinky 13in SSR MK1 wheels, the full Saito cage, lowered on Tein coilovers, with a stripped-out interior and running on Weber 45 carbs. I did have second thoughts about it at first, as the paint was rough, the gearbox shagged, the coilovers banging, the diff

TOMEI RACING

THE CORNS ROADSTER'S ENGINE WAS BUILT BY TOMEI RACING, AN OUTFIT WITH A REVERED HISTORY. FOUNDED BY SEIICHI SUZUKI IN 1968 AS A TUNING FACTORY FOR RACECARS, TOMEI JIDOSHKA CO. LTD FOUND IMMEDIATE SUCCESS ACROSS VARIOUS RACE SERIES, GAINING INTERNATIONAL RECOGNITION FOR THEIR PERFORMANCE, TECHNOLOGICAL ADVANCEMENT AND RELIABILITY. TODAY THEY POSITION THEMSELVES AS A LIFESTYLE TUNER BRAND – RACE-BRED TECH FOR STREET, STRIP AND TRACK THAT OFFERS EVERYDAY RELIABILITY ALONG WITH SUPERIOR PERFORMANCE



SUPERCHARGED 'CORNS ROADSTER'

ENGINE

B6ZE(RS) 1.6-litre, 4-cyl, twin-cam, Mazdaspeed B Spec supercharger, Toda Racing 81mm pistons, head gasket and cam sprockets, Mazdaspeed conrods, custom crank pulley, large-diameter throttle, ported and polished head, Toda Racing cams (in. 256, ex. 264), cooling rerouted to avoid overheating piston no.4, 2-core alloy radiator, Trust oil cooler, braided fuel lines, 370cc Familia Turbo injectors, Evo VI fuel pump, Freedom standalone ECU, Cosco oil catch can, RSR exhaust manifold and ExMag GT exhaust system, MX5Parts silenced decat, Dcuatro carbon-fibre radiator coolant panel, Maruha Motors carbon-fibre timing cover, Cobalt stainless steel undertray/skid plate, Moroso alloy expansion tank

TRANSMISSION

NB manual gearbox, uprated 1.8 clutch, 1.8 Torsen LSD, Toda Racing lightened flywheel, manual power steering rack

SUSPENSION

Gaz Gold Pro coilovers, Ultra Racing front and rear anti-roll bars, Carbing gearbox brace and rear strut brace, Performance 5 chassis frame rails, Cobalt 3-point strut tower brace

BRAKES

1.6 brakes

WHEELS & TYRES

8x13in SSR Mk1 wheels with 205/50/13 Falken tyres

INTERIOR

Recaro RS Limited Kevlar seats, Saito rollcage with harness bar, Nardi Classic suede 330mm steering wheel, Nielex doorcards and handles, Mazdaspeed carbon-fibre handbrake handle, Carbonmiata Carbon NA door cups, custom JDM binnacle cover, Trap M2 1001 replica radio console, Joyfast medium gearknob with short-shift, Mazdaspeed speedo, KG Works stainless speedo pod surround, volt gauge, Omari coolant gauge in driver side air vent, all carpet removed and floor painted black, chequered Eunos mats, Ratsback carbon-fibre sill plates, Freaky Roadster billet indicator, wiper and headlight stalks, RS Products Type 2 heater control panel and knobs

EXTERIOR

T-House Clubman GT bumper, Trap 100mm front lip, Cosco offset number plate holder, RS Active low-profile headlights, Stout of Japan Type R vented carbon-fibre bonnet, custom JDM-style slashed front wings, Zoom Engineering carbon-fibre mirrors, Feed-style skirts, Jubiride arches, Zoom Engineering rear lights and side repeaters, Barchetta 'shorty' rear bumper, YSCC ducktail spoiler, Kanspro lightweight hardtop



INTERIOR DESIGN

JAMES'S PROJECTS ARE CHARACTERISED BY THE SORT OF INTERIOR DETAIL THAT WOULD MAKE KEVIN MCLOUD BLUSH. THE TUCKIN 99 CAR FEATURES A QUILTED TRANSMISSION TUNNEL COVER, HARDTOP LINER, SIDE STEP COVERS AND PACKAGE TRIM ALL FROM BESPOKE MANUFACTURER NAKAMAE, ALONG WITH SUPER-RARE CARBON-FIBRE SEATS FROM AN RS LIMITED ROADSTER, A SPRINKLING OF GOODIES FROM ZOOM ENGINEERING, PLUS NATTY EXTRAS FROM IL MOTORSPORT, KG WORKS, CC DESIGN AND RS PRODUCTS. THE CORNS ROADSTER HAS A MORE MINIMALIST APPROACH, BUT STILL ENJOYS A CUSTOM BINNACLE CRAFTED BY HAND BY A JAPANESE ENTHUSIAST, BILLET STALKS FROM UK TUNERS FREAKY ROADSTER, A GENUINE MAZDASPEED SPEEDO, AND SOME VERY HARD-TO-FIND NIELEX DOORCARDS. THE DEVILS IN THE DETAIL

whining and the clutch slipping! It had obviously seen a hard life in Japan and a few mates, while they liked the look of the car, questioned what had gone through my mind to buy it. But, in fact, I liked it so much I ended up owning it twice!

Having suffered a severe bout of buyer's remorse and,

despite going through the process of ticking off the to-do list and fixing the paintwork, LSD, clutch, coilovers and gearbox, he then sold it to fund a wide-arch RX-7 project. But then the seller's remorse kicked in even harder – a year later, the new owner agreed to sell it back to James, and he immediately set about doing what he does best: perfecting every element of the car with super-rare and unusual parts!

'I knew the first job had to be to sort the engine and carbs,' he recalls. 'Looking at various options it was all starting to look a bit costly to replace or refurb the carbs as well as the engine, and that's when the man-maths took over: a mate of mine, Martin at Speedline Imports, had a roadster with a Mazdaspeed supercharger kit mated to a fully-forged engine built by Tomei Racing. It was an amazing engine setup as the supercharger offered the feeling of a bigger engine and low-

down power, while the Toda cams further up the rev range opened up the power a bit like some of the VTEC Hondas I'd owned previously. So a deal was struck and I bought the engine, supercharger and ECU all together! While it was a shame to lose the carbs, I think this engine with its heritage from Japan and quality spec list was a worthy replacement, and only adds to the balls-out track nature of the car.'

Heritage flows throughout the build, with the 1.6-litre brakes remaining in place as the retro SSR rims wouldn't fit over the superior 1.8 items – bigger isn't always better on all fronts, and you can't put a price on character. And of course, the unicorn dust is liberally sprinkled over the car, too – that front bumper is the work of long-defunct JDM tuner T-House, mated to a front lip from Trap. The carbon-fibre bonnet, by Stout of Japan, is the sort of thing that makes MX-5



'TUCKIN 99' TURBO

ENGINE

B6ZE(RS) 1.6-litre, 4-cyl, twin-cam, FM2 turbo kit with Garrett GT2560R water-cooled ball-bearing turbo, 15x8x3in intercooler with cast end tanks, 2.5in ID pipes from compressor to intercooler, 2.5in ID pipes from intercooler to throttle body, ductile iron manifold, 2.5in stainless steel downpipe, cold air intake setup and free flow air filter, FM Link ECU with keypad, 4-wire Bosch O2 sensor, custom FM software for Link, 550cc/min injectors, GFB recirculating bypass valve, JDM Retro 'Castrol' oil filler cap, aircon removed, RSR ExMag exhaust system, MX5Parts 370mm decat pipe, polished cam cover, Jetstream carbon-fibre spark plug cover, Carbing radiator cooling plate, PWR alloy radiator, Moroso Performance alloy coolant expansion tank, Jackson Racing (Walbro 255) fuel pump

TRANSMISSION

1.6 manual gearbox, 1.8 lightweight flywheel, 1.8 Exedy twin-plate clutch, 1.8 Torsen LSD

SUSPENSION

Gaz 42-way adjustable coilovers, custom geometry, Racing Beat tubular anti-roll bars, adjustable Racing Beat droplinks, IL Motorsports front subframe brace, Performance 5 chassis frame rails, Beatruth rear strut brace tower

BRAKES

1.8 brake conversion, Mintex 1144 pads, Goodridge braided hoses

WHEELS AND TYRES

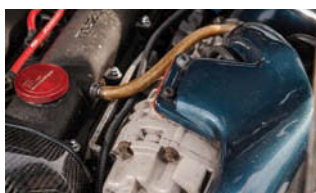
8.5x16in (front) and 9x16in (rear) RS Watanabe Type R with Toyo T1-R tyres

INTERIOR

Recaro RS Limited carbon-fibre seats, KG Works door handles, IL Motorsport chrome door cups, CC Design uprated door bushes Version 2, chrome speaker surrounds, KG Works air ball vents, IL Motorsport chrome vent surrounds, RS Products hazard/pop-up switch, Nardi Corns 330mm steering wheel, boost gauge, Zoom Engineering push-button start, Sazaire Factory key cylinder cover Version 2, RS Products Type 1 aircon panel, RS Products gauge panel Type MG, RS Products aircon dial and slider knobs, Zoom Engineering interior mirror, Eunost back windscreen support cover, Zoom Engineering engine console, Nakamae quilted transmission tunnel cover, side step covers, hard top liner, upper- and lower-tray package trim and seatbelt retainer covers, Rev Limiter electric window switches, AWD cigarette surround, KG Works instrument surround, Zoom Engineering gearknob, M2 1001 genuine rollbar with tonneau cover, Zoom Engineering leather meter cover and leather door pulls, leather JDM handbrake cover, Zoom Engineering radio console with 3-hole gauge holder, Zoom Engineering door pockets, stainless steel kick plates, Richbrook alloy gripped handbrake cover, alloy cigar lighter, Seikosangyo shifter extension, Tuckin 99 floor mats, Autometer 52mm traditional gauges, Trap Vintage alloy indicator/wiper stalks

EXTERIOR

Silver Stone 3L, Tuckin 99 N2 arches, Garage Vary front lip spoiler, Carbing towhook and offset number plate holder, genuine Mazda hardtop, debadged, Zoom Engineering clear side repeaters, Runabout wing mirrors, Garage Vary Type 1 aero bonnet, Zoom Engineering tail lamps, Zoom Engineering retro fuel lid, Nopro quarter windows, Murakami-motors carbon-fibre wiper cover, Axis GTR carbon-fibre bootlid, Bodyshop Hayashi headlights, vented TSIs



enthusiasts weep with jealousy, and the other end of the car serves up a similar effect thanks to its Barchetta 'shorty' rear bumper (the product of an enthusiast-run Japanese tuning collective) and a ducktail from a company that stopped existing long ago. Topping things off, you'll find an ultra-light Kanspro hardtop as used by Japanese circuit racers. The whole vibe is to provide something that your average Yokohama helmsman or Ebusu superhero could drop into and immediately feel comfortable, and that interior is an exercise in measured functionality, too: from the Kevlar Recaros to the Saito 'cage, the suede Nardi wheel to the sought-after Nielex doorcards, it is once again a haven for Eunost geeks.

When involved in this fastidious kind of parts-collecting, it'd be very easy to overdo it – without the right creative eye, an enthusiast of this calibre could end up with a fleet of Mazdas that all seemed somewhat

overblown and flashy. What sets James apart is his keenness to source and fit parts that are fit for purpose; there are no unnecessary fripperies here, but instead a holistic effort to ensure that every individual element of each car is the best that it can be. Oh, and the rarest, of course. That goes without saying. The nature of being a collector – much like the record hound who will only listen to original-pressing LPs, or the stamp collector who will, regardless of rarity, reject any stamp that's been franked – is that everything has to be pure. The best of the best. James isn't doing this to show off, or to make other collectors jealous, it's just that he has a deep and immutable love for Mazda's iconic little roadster. His passion has led him to be one of the UK's leading authorities on MX-5 modifying by default. And if you think these two force-induced roadsters are impressive, you should see the rest of his collection... **JP**

THANKS

'I WOULD LIKE TO THANK MY WIFE LAURA WHO HAS PUT UP WITH ME HAVING VARIOUS BOXES TURNING UP FROM AROUND THE WORLD FOR CARS, AND ACCEPTED ME WORKING ON THE DRIVEWAY AT VARIOUS HOURS OF THE DAY EVEN THOUGH SHE HAS NO INTEREST IN CARS! ON THE SILVER CAR I WOULD LIKE TO THANK MY FRIEND FROM SCOTLAND, MICHAEL TOUGH, FOR IMPORTING SO MANY COOL PARTS FROM JAPAN BACK IN THE DAY WHICH, WITHOUT HIS KNOWLEDGE AND TIME AROUND 2005/2006, WOULD HAVE MEANT THE BEGINNINGS OF THE SILVER CAR WOULDN'T HAVE HAPPENED. I WOULD ALSO LIKE TO THANK BRYAN, THE PREVIOUS OWNER, FOR SELLING ME THE CAR AND OFFERING THE SOLID PLATFORM I WORKED FROM. PHIL AT P5 FOR FITTING THE FLYIN' MIATA TURBO KIT, AND VARIOUS MEMBERS FROM MX5NUTZ OVER THE YEARS FOR OFFERING ADVICE AND ENCOURAGEMENT. VARIOUS THANKS FOR THE CORNS ROADSTER, BUT IN PARTICULAR MARTIN AT SPEEDLINE IMPORTS FOR SELLING ME THE SUPERCHARGER AND FORGED ENGINE FROM HIS OWN CAR, AND CHRIS AT RE WORK FOR DOING THE TRANSPLANT. ALONG THE WAY ALSO ANDREW AT AUTOLINK UK WHO HELPED PROVIDE THE PARTS LIKE THE TORSEN LSD, GEARBOX ETC, WHICH WERE ALL SHAGGED WHEN I GOT THE CAR.'

'EVERY ELEMENT HAS BEEN PERFECTED WITH RARE AND UNUSUAL PARTS'



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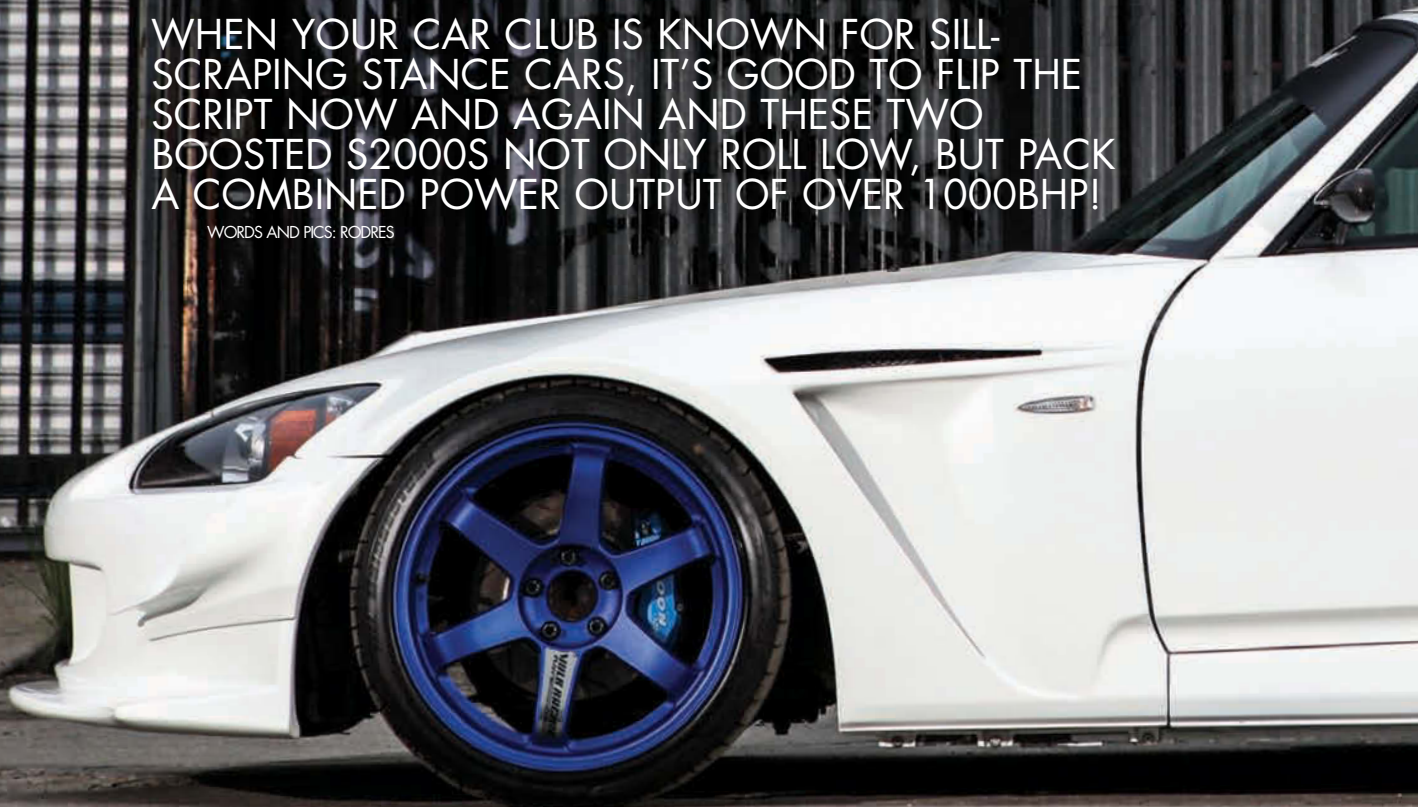
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BOOSTED S2000S NOT ONLY ROLL LOW, BUT PACK
A COMBINED POWER OUTPUT OF OVER 1000BHP!

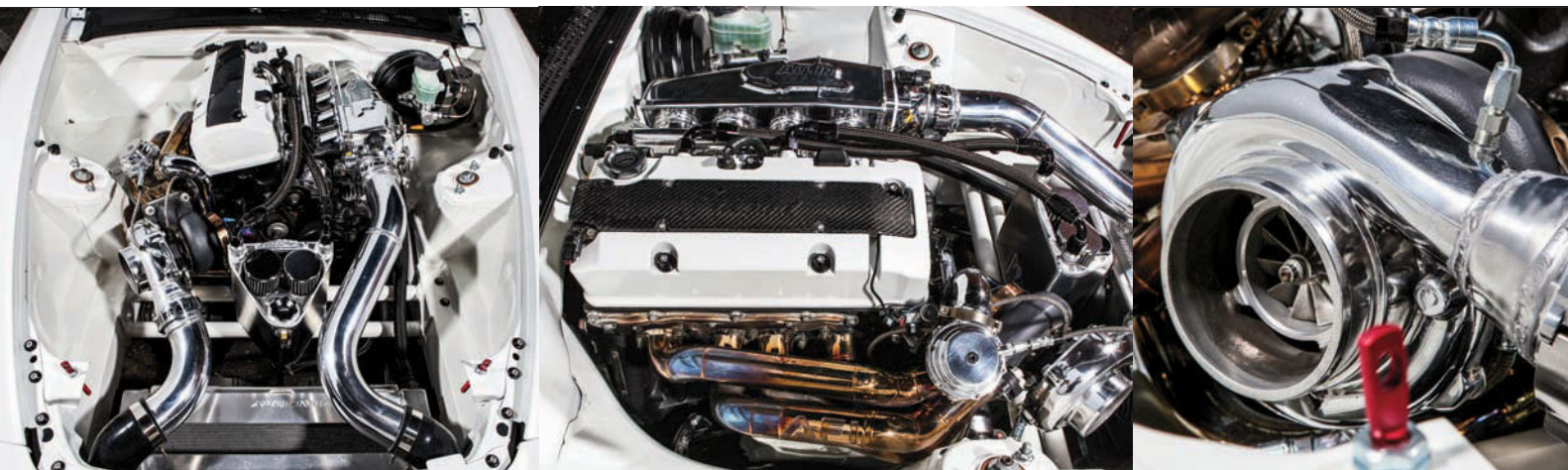
WORDS AND PICS: RODRES





It was at the Los Angeles stop of the 2015 Wekfest tour that we first saw this pair of immaculate and insanely fast Honda S2000s. Both members of the popular US-based car community StoopidLow, and both hailing from the sunshine state of Arizona, it was the visual impact of the drop top Hondas of Josue Tovar and Tho Ly that first caught our attention, but a peek under the vented bonnets of each car soon had us itching to get them in front of our camera lens. Individual, ballistic and exquisitely finished, the car club that they belong to may allude more to favour the cosmetic appearance and more specifically the ride height of its members' rides, but these two prove that there's more to StoopidLow than simply stance...





WINDOW SHOPPER TO SHOW STOPPER!

One look at Tho Ly's '01 S2000 and the mental maths skills begin kicking in almost immediately. Tally the high-end wheels, rare body pieces, and – as if to add to your mathematical frustration – the jaw-dropping engine bay, and it's clear that he put some serious coin into his project. And any time money is brought into the equation, especially for a young guy like Tho, assumptions are quick to follow.

The truth is, Tho didn't start his journey into the enthusiast circle with this car and he definitely didn't get a free ride with a blank cheque. His fascination with the Honda brand was almost non-existent and, in fact, he didn't even know how to operate a manual transmission when he picked up

his first car. He states, 'My first car was a base, automatic Acura RSX (Honda DC5). I had no intentions of modding it or even being in the car scene. It was just, in my opinion, a decent looking car that is somewhat sporty to accommodate my age. And it had great fuel economy.'

It certainly wasn't the thrill of robotic, automatic shifts and mundane base model performance that lit the fire, but rather Tho's close friends that seemed to be relishing in the ever-growing import movement of Phoenix, Arizona. He adds, 'I was influenced by my friends whose cars were a lot cooler than mine. I started subscribing to the top US tuning mags of the time, *Super Street*, *Honda Tuning* and *Import Tuner*. Before I knew it, I had added all of the

basics to my car.'

The intake, header and exhaust combo, accompanied by a set of springs and a lip kit spiced things up a bit, meaning Tho was reasonably satisfied. That is, until he got up close and personal with Honda's roadster. 'I started to work at a Honda dealership, basically just washing cars and moving them around the dealership. And that was when I saw the S2000. You know those cars where you first see it and you just have to have it? Well, the S2000 was that car for me. Since that day, I worked my ass off to pay off the RSX and started saving up for the S2000.' A few years flew by and after landing a better paying job, the RSX became his daily driver and a newly acquired AP1 got the weekend nod.

The high-revving F20C was a night and day difference when compared to his daily commute in his slushbox-equipped RSX, but the feeling began to fade.

He adds, 'I didn't waste much time in piecing together a turbo kit. As a matter of fact, I was already piecing one together even before I bought the car, because that was my plan for it all along,' he grins. The pre-planned forced induction combination resulted in over 500bhp and kept Tho on his toes. 'To me it was insanely fast, and I was having the time of my life with the car! Unfortunately, it didn't take long to get used to the power.' Still completely stock on the outside, the fun lasted well beyond the weekend as Tho piloted his AP1 almost every day until his factory



THO LY'S 2001 HONDA S2000

ENGINE

2.0-litre, 4-cyl, 16v F20C with LA sleeves, ACL Race bearings, ARP head studs, 9:1 CP pistons, Pauter rods, Garrett GTX3076R turbo with 3in piping, All In Fab 4.5-litre intake manifold and fuel rail, Full Blown Motorsports 76mm throttle body, custom intercooler with Garrett core, TIAL Q blow-off valve and wastegate, AFI turbo manifold, 3in downpipe and exhaust piping with Vibrant backbox, Speed Factory tucked radiator, Supertech valve springs, retainers and keepers, Bosch 1100cc injectors, AEM FPR, powder coated subframe, custom dual crossmember, AEM V1 ECU

TRANSMISSION

Science of Speed Carbon twin-plate clutch

SUSPENSION

K Sport coilovers

BRAKES

StopTech discs and pads, Spoon Sports monoblock calipers, Project Mu fluid and steel braided lines, ABS wire tuck with custom hard lines

WHEELS & TYRES

9.5x18in ET+22 Volk Racing TE37SL wheels with custom satin blue finish with 245/35/18 (front), 255/35/18 (rear) Bridgestone Potenza RE760 tyres

EXTERIOR

Amuse Legalo front bumper, front arches and canards, ASM rear bumper and rear over arches, Tamon decklid spoiler, OEM hardtop, First Molding bonnet, Aspen White Pearl paint

INTERIOR

Vision seats, suede steering wheel and shift knob, Bride seat rails, black suede upholstery with red diamond stitching on door panels, sun visors, A-pillars, hardtop liner, shift boot, elbow rest and emergency brake lever, Alpine head unit, Password:JDM carbon-fibre center console, J's Racing/Works Bell quick-release hub, NSX-R horn button

THANKS

My family, my second family StoopidLow, Scott at Rtoyz Motorsports, Sean at Slickshot Paint, my sponsor Matt at ICB Motorsports, RC Chacon at RCG, Joey from The Chronicles, All In Fab, UMS Tuning, Full Race Motorsports, Locash Racing, Fernando's Polishing, Downstar, Iris Upholstery, Enrique and Kelvin at The Hose Advantage



oil pump decided to call it quits.

As the car sat idle for the next year, the engine was completely torn down and reworked with LA sleeves, CP pistons and Pauter rods on the bottom-end, and a Supertech head package up top. Once it was reassembled, a return visit to the dyno produced over 570bhp and a huge smile on Tho's face. Content with the power he'd achieved, he began planning a complete makeover to accompany the power numbers. He adds, 'It was going to sport mostly J's Racing aero parts, including their wide fenders. And after many expensive nights ordering everything, eventually I acquired all of the body parts.' However, a change of heart halted the project's progress, and Tho was right back to square one. He explains: 'I noticed that S2000s were popping up with the same style I had in mind and it really made me re-think all of the

exterior mods. J's Racing is pretty popular and I'm not the only customer, but I didn't expect it to happen so fast.'

All of the aero he'd waited so long for was promptly sold off before it was even fitted and a new direction was established.

If the front fenders on Tho's S2K look a bit uncommon, that's a sure sign of success, as that was his intention. 'Matt from ICB Motorsport introduced me to the Amuse Legalo kit and I fell in love! If I remember correctly, it's still only one of two full kits in the whole of North America.' Rather than paint-matching and bolting the new aero pieces on, Tho decided on a complete colour change to Acura's Aspen Pearl White. And since the car was to be repainted inside and out, he thought it would be the ideal time to shave any unused factory engine bay holes, relocate the ABS unit and delete any other

unnecessary eyesores. The path of the turbo kit along with the placement of the custom catch can and naked flanks don't allow for wandering eyes, but instead forces onlookers to concentrate solely on the boosted F20C.

If you've got a monetary total in your head and think that Tho might be crazy for dropping so much coin on his build, you're not alone. He states, 'There were times I didn't want to finish it and I just felt like breaking the car and selling everything off. I know a lot of car guys go through that, so they know what I'm talking about. Luckily, my car family, StoopidLow, all motivated me to not give up and to finish what I started. At the end of the day, this car is one of the main things in my life that makes me happy.' And, try as you might, you simply can't put a price tag on that. Or on his friend's equally impressive S2k build...





REVAMPING THE FORMULA

For years, the formula was almost too simple: a set of coilovers followed by a 'carbon-something' intake, grumbling exhaust, and – when possible – a hardtop. It was all one needed to take the newly released Honda convertible to a highly respectable level. In fact, 15-years ago, just seeing a modified S2000 in person wasn't all that common.

That all changed as the years began to stack up and the entry-level price for used models dropped significantly. It was enough to nudge window shoppers and daydreamers into selling off their Civic and Integra builds in order to pick up a rear-wheel drive, two-seater tearaway of their own.

A blossoming aftermarket almost guaranteed individualism with what seemed like endless aero pieces, performance goods and suspension options that appeared almost weekly. However, a little more than a decade later and the clones seem to have multiplied by the dozen, leaving many to scratch their heads and wonder how to separate their build from the masses.

Josue Tovar, owner of this well-rounded, beautiful grey AP2, isn't at all interested in blending in with the masses. On the hunt for the right foundation to build on, any thoughts of a simple suspension drop and entry-level bolt-on changes were

never part of the plan. He adds, 'I'd started looking around for vehicles that I could buy and checked out the online classified listing site, *Craigslist*. There I saw an S2000 for sale through a dealer. I went in, test drove it, and quickly realised that yes, this was the car I wanted to build!'

With the keys to his new project, Tovar had a vision in mind, and in order to see it play out, the factory fenders simply weren't going to cut it. Up front, a pair of J's Racing Type S fenders replaced the stock versions, and in the rear, J's over-fenders were added to house the 9.5x18in Volk Racing TE37SLs at all four corners. Relying on Buddy Club coilovers to dial in his ideal ride

height, Tovar respected the tyre-to-pavement relationship, and his 255-series Nitto contact patch is all the better for it. Add in a set of Eibach anti-roll bars and you've got all the makings of a smile-inducing roadster, but this car is much more than just a few suspension changes and some additional girth.

Satisfied with the suspension and initial body treatments, Tovar ordered a Spoon Sports front bumper and spent some time getting all of the aftermarket aero pieces to play nice with one another. Once a proper fit was finally achieved, the car was taken to Slick Shot Custom Paint and Body where it was sprayed in a subtle Moon Rock Metallic. A Voltex Type-1 wing and diffuser were used to



THE ICONIC F-SERIES WHEN HONDA INTRODUCED THE S2000 IN '99, IT AMAZED CAR ENTHUSIASTS FAR AND WIDE. THE VENERABLE 2.0L (F20C) MILL WAS A HIGH-RPM LOVER'S DREAM COME TRUE AND WHAT IT LACKED IN MID-RANGE TORQUE, IT MORE THAN MADE UP FOR WITH ITS LOFTY REDLINE AND CRISPY PEAK POWER. FURTHERMORE, IT CARRIED THE HIGHEST SPECIFIC POWER-PER-UNIT VOLUME OF ANY MASS-PRODUCED, NATURALLY ASPIRATED POWERPLANT IN EXISTENCE UP UNTIL THAT TIME. WITH AN ENGINE SO WELL TUNED RIGHT FROM THE FACTORY, FINDING ADDITIONAL POWER WAS INCREDIBLY DIFFICULT AND BASIC BOLT-ON PERFORMANCE POUND-PER-HORSEPOWER FIGURES WERE TOUGH TO JUSTIFY. FORTUNATELY, THE F-SERIES ENGINE'S (F20C/F22C) STOCK INTERNALS ARE MORE THAN HAPPY TO OPERATE WITH FORCED INDUCTION ABUSE. TODAY, BOLT-ON SUPERCHARGER AND TURBO KIT OPTIONS ABOUND FOR THOSE WHO SEEK MODERATE OR EXTREME POWER OUTPUT FOR HONDA'S ICONIC ROADSTER.

JOSUE TOVAR'S 2007 HONDA S2000

ENGINE

2.0-litre, 4-cyl, 16v F22C with forward-mount Borg Warner T4 twin-scroll EFR turbo, Full Race turbo manifold, intercooler, test pipe, Hi Power Racing V2 exhaust, TiAL/Full Race wastegates and blow-off valves, Injector Dynamics 1000cc injectors, Hondata FlashPro

TRANSMISSION

Competition Clutch stage 2 clutch

SUSPENSION

Buddy Club Racing Spec coilovers, Eibach anti-roll bar kit

BRAKES

StopTech calipers, discs and pads

WHEELS & TYRES

9.5x18in ET+22 Volk Racing TE37SL wheels with 255/35/18 (front) and 285/35/18 (rear) Nitto NT555 tyres

EXTERIOR

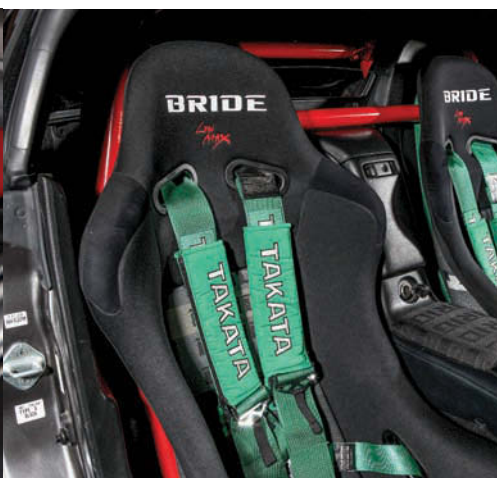
Spoon Sports front bumper, J's Racing front arches and rear over-arches, Voltex Type-1 wing and rear diffuser, carbon-fibre bonnet and hardtop, resprayed in Moon Rock Metallic paint

INTERIOR

Bride Vios bucket seats, Takata four-point harnesses, J's Racing steering wheel, J's Racing shift knob, Cosco seven-point rollcage

THANKS

Black Market Racing, Slickshot, everyone at StoopidLow



make up the rear, while a carbon hardtop overrules any suggestion of topless cruising under the unforgiving Arizona sun.

When it was time to address the power equation, Tovar looked beyond the lacklustre percentages he'd gain with basic upgrades and instead reached for forced induction. Honda's stout F20C and F22C are well documented as ideal candidates for boost, even in completely stock trim. Knowing this, Tovar opted for a Full Race manifold and Borg Warner T4 twin-scroll EFR turbo that peeks through the front vent of his carbon bonnet, while the rear vent houses a pair of TiAL/Full Race wastegate exits. Hondata's plug-and-play FlashPro system oversees 1000cc injectors. With

proper tuning, the result is more than 500bhp – more than double the factory output!

Producing that kind of power on a stock F-series block isn't at all uncommon or considered overkill, but throwing those horses at a stock clutch certainly is! To help transfer the power, a Competition Clutch was sourced, and with all of the tuning help from Black Market Racing, Tovar's S2000 has no problem travelling city streets like any other car. In fact, the Los Angeles photo shoot for this feature was Tovar's second drive from Arizona to SoCal within weeks of each other, without any issues raising their heads at all.

Like any build that sees significant street-time, Tovar's interior upgrades needed to

remain user-friendly. Bride Vios seats keep him and his passenger planted during high-boosted adventures as he grips a J's Racing wheel and shift knob, surrounded by a Cosco rollcage. Additional Bride fabric was stretched over the centre console and other interior bits for a more cohesive appearance.

Having purchased his S2000 with the intention of turning it into a full-blown project, Tovar was able to see his vision through to completion. He closes with this, 'Everything went like a typical build goes...with plenty of part delays and long nights trying to get things to fit properly. But in the end it was worth it, because the car turned out just like I had pictured it in my head.' A clear vision, indeed. **JP**



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HONDA S2000

JAPSTUFF

BRINGING YOU THE HOTTEST NEW PRODUCTS ON THE JAPANESE TUNING SCENE

Every month we bring you the latest and greatest products on the Japanese tuning scene. We always showcase a 'Red Hot' product at the front of the section and also highlight the 'must-have'

products at either end of the budgetary scale.

This way you can decide whether to save your pennies to afford the 'Big Spender' or simply splash a little spare

pocket change on the more affordable 'Chump Change' product. We hope you enjoy the section but, as usual, if there's anything you think we can do better, then please let us know. Until then...enjoy!

GARAGE WHIFBITZ 7-SPEED DUAL-CLUTCH TRANSMISSION ADAPTOR KIT FOR MKIV TOYOTA SUPRA

In what is believed to be a world first, Garage Whifbitz has equipped a MkIV Toyota Supra with the amazing Getrag seven-speed dual-clutch transmission (DCT) that has been used to great effect in the third-generation BMW M6. Supercar manufacturers including Ferrari, Lamborghini and McLaren have been using DCT 'boxes in their models for years, citing benefits as being super-fast gear changes and the ability for users to flick between manual and automatic modes to suit their preferred driving behaviour. A custom billet flywheel and an aluminium adaptor plate connect the Getrag unit to the Toyota's 2JZ lump, while a new mount allows the seven-speed to sit in the stock transmission location with a bespoke flange that bolts directly into the OE Supra propshaft. Whifbitz has worked with automotive electronics specialist, Syvecs, in developing exclusive gearbox control software for this exciting project (S6Plus ECU sold separately), delivering another major step forward in bringing the legendary Supra bang up-to-date with the latest in transmission technology. In addition to the adaptor kit itself, a full list of required parts and guide prices can be found at the Whifbitz website.

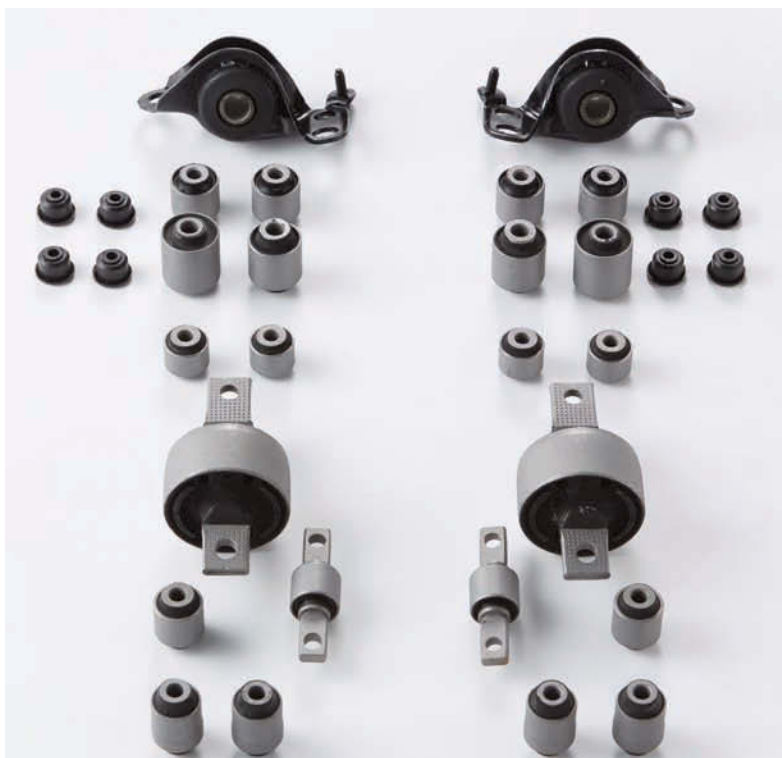
Price: £2708.88

Contact:

www.garagewhifbitz.co.uk or
call 01291 420500

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SPOON SUSPENSION BUSH KITS FOR HONDA CIVIC EG6/9, EK4/9 AND INTEGRA DC2, DB8

The brilliant VTEC powerplants that sit beneath the bonnets of EG6/9, EK4/9 Civics and DC2/DB8 Integras have been celebrated by their owners for years. Similarly, the proud pilots of these hot Hondas have regularly raved about the handling characteristics of their rides. That said, there's no getting away from the fact that these classic Japanese motors are getting on a bit, with worn suspension bushes suggesting that age is more than just a number! Fortunately, Spoon Sports has developed a collection of rubber bush kits designed to replace the tired parts of the aforementioned models. More forgiving than polyurethane bushes, Spoon's offerings are claimed to deliver improved overall handling with increased precision and ride comfort that is suited to both fast-road and track use. The adopted rubber compound is rated at 85 Shore (OEM spec bushes are rated at 65 Shore), and Spoon sells its brilliant bushes as complete kits ready for installation.

Price: £455

Contact: www.spoonsports.eu or call 01934 751085

POWERFLEX REAR ANTI-ROLL BAR BUSHES FOR MITSUBISHI EVO VIII & IX

Polyurethane bush manufacturer, Powerflex, has long been regarded as a company that constantly strives to expand and improve upon its huge catalogue of top-notch suspension components. As if to prove the point, engineers at the Uxbridge-based business have developed all-new 22mm rear anti-roll bar bushes (PFR44-211-22) for Mitsubishi Lancer Evolutions VIII & IX. The purple polyurethane parts replace those that were previously listed in the Powerflex portfolio. Tasty track-inspired alternatives are also available as part of the renowned 'Black Series' range. Visit the Powerflex website for further information, and to view OE part numbers for cross-referencing purposes.

Price: £17.95

Contact:

www.powerflex.co.uk
or call 01895 460033



MISHIMOTO SHIFT KNOBS

Mishimoto has launched a range of limited edition lightweight shift knobs that are sure to improve the interior styling of your four-wheeled friend. The company's 'Pistol Grip' handle is CNC-machined out of anodised billet 6061 aluminium and weighs just 204 grams, while the result of the firm's collaboration with energy drinks manufacturer, Rockstar, features an innovative four-piece construction with a Delrin handle and a billet stainless core. Many more designs are available to choose from, and each is sold with four different alloy inserts to enable fitment to a variety of Japanese sports cars.

Price: From £29

Contact: www.mishimoto.co.uk
or call 01384 897476



GAZ ADJUSTABLE TOP MOUNTS FOR MAZDA RX-7 FB

GAZ is now offering fully adjustable alloy top mounts to strengthen the suspension strut location points of the Mazda RX-7 FB. Designed for competition and trackday cars, the CNC-machined billet alloy parts provide users with the ability to adjust camber and caster by means of a two-piece sliding plate. A durable centre bearing, stainless steel bolts and matching washers are provided as part of the kit, and an attractive anodised finish ensures that these tidy top mounts look as good as they perform!

Price: £180

Contact: www.gazshocks.com or call 01268 724585



GOODRIDGE 'PHANTOM' STAINLESS BRAKE LINES FOR HONDA CIVIC FK2 TYPE-R

Goodridge braided brake lines are standard equipment in many motorsport environments where flawless braking performance is an understandable requirement. When it comes to the road-going Honda Civic FK2 Type R, that very same technology can be applied thanks to Goodridge's decision to release a 'Phantom' stainless steel brake line kit for the incredibly hot hatch. Offering superior resistance to abrasion and corrosion, increased braking reliability and an eradication of 'spongy' pedal feel, these super brake lines are available to purchase with a choice of ten different colour finishes. No universal fittings are employed – all components are designed and manufactured to suit individual applications. For peace of mind, every brake line is pressure tested after assembly so that customers can have absolute confidence in their car's stopping power, and each kit is TUV, DOT, ADR and ISO approved.

Price: £119.80

Contact: www.goodridge.com or call 01392 369090



FOLIATEC CAR BODY SPRAY FILM ACCESSORIES

We've featured Foliatec automotive sprays in previous editions of Japstuff, but did you know that you can spray the entire body of your car with Foliatec film?! It's an incredibly cost-effective way to personalise your ride without the hassles associated with wrapping vinyl or paint, although the key to success when it comes to any bodywork alteration is careful preparation. With that in mind, Foliatec has released details of its new range of spray film accessories. Special masking tape, fine line tape, pre-cleaners, waffle and microfibre cleaning cloths, dust-binding cloths, safety glasses, nitrile gloves, overalls, shoe covers and even a respirator mask with gas and particle filters are all available to order directly from Foliatec's website. The moral of the story? Suit up, spray on and have fun!

Price: Varies

Contact: www.foliatec.co.uk

INSPIRED AUTOMOTIVE QUICK DETAILER WAX SPRAY DUO KIT

You want your car to look its best, but you don't have the time to invest in a full detailing session every single day of the week. Sound familiar? Wakefield's leading car care specialist, Inspired Automotive, is well aware of the fact that not everyone can give their ride a thorough clean at a moment's notice, which is why the firm has developed a duo of quick detailers that promise to produce a stunning finish in a matter of minutes. Furthermore, these super sprays are perfect glovebox companions for those who want to tidy freshly detailed motors that might have attracted road dirt en-route to shows and meets. The reasonably-priced kit comprises two 500ml bottles: 'QDS' is a quick detail spray wax solution for all areas (including dashboards and glass), while 'QDS Lite' will provide an ultra-slick finish to bodywork and wheels. Simply spray the products onto your car and wipe clear with a microfibre cloth. It really is that simple!

Price: Special offer price of £15 (RRP £20)

Contact: www.inspired-automotive.co.uk or call 0700 349 7252



7TWENTY COILOVERS FOR LEXUS IS200/ TOYOTA ALTEZZA 1998-2005

Engineered for street and track use, 7Twenty's Lexus IS200 coilovers feature monotube damper technology with separate ride height and preload adjustment. An ultra-durable finish (in what is fast becoming 7Twenty's signature cyan) ensures protection against corrosion, while an impressive 32-stage damper adjustment allows operators to fine tune the ride of their IS200s to suit whatever driving, road or track conditions that they might find themselves up against. Custom spring rates and lengths are available to choose from, with a standard spring rate specification of 16kg (front) and 12kg (rear) with pillowball top mounts. Visit the 7Twenty website for further information.

Price: £749

Contact: www.7twenty.co.uk





LIBERTY WALK BODY KIT FOR NISSAN R35 GT-R

Liberty Walk is a name synonymous with outlandish automotive styling, and the Japanese firm's latest release goes some way towards galvanising a reputation that has been built on the transformation of already-impressive supercars into eye-popping showstoppers. Enter the Liberty Walk Nissan R35 GT-R body kit! Comprising an aggressive front bumper, wide wheel arches, a rear diffuser and a choice of two different wings, each hand-finished moulding is a straightforward fit thanks to an intensive research and development programme at Liberty Walk's Japanese headquarters. Once each panel is in place and painted, the end result is nothing short of spectacular, particularly when paired with a set of wide wheels and a lowered chassis. The kit ain't cheap, but R35 owners will be pleased to know that it is available to buy right now from Liberty Walk's UK distributor. Go!

Price: £10,333.33 **Contact:** www.libertywalk-eu.com or call 01933 685840



GOOD-WIN-RACING 'ROADSTERSPORT SUPER-Q' ADJUSTABLE SILENCER FOR MAZDA MX-5 (2016+)

For those that like their 2016-edition MX-5s to have a throatier sound than stock – but still mild enough to allow for hours of driving without the risk of encouraging a migraine – Good-Win-Racing's 'RoadsterSport Super-Q' adjustable sound silencer might be just the ticket! The Q stands for 'Quiet'. In other words, this is a low-drone exhaust add-on for MX-5s that is only 15% louder than the OE Mazda silencer, yet the Good-Win part still manages to deliver a deep, sporty burble whenever the pedal hits the metal. Mandrel-bent stainless pipework and a triple chamber design that features an exclusive 'Helmholtz Resonator' first chamber massively lowers the standing wave inside the exhaust system, resulting in a reduced 'boom' noise that exits via a 3.5-inch rolled tailpipe equipped with a removable baffle cone. Two bolts enable quick and easy installation and, for extra peace of mind, each silencer is sold with a lifetime warranty.

Price: £516

Contact: www.racingbeateurope.com or call 01474 777800

TFS MOTORSPORT 'BENCHMARK' IGNITION COIL PACKS FOR NISSAN R32/33/34 SKYLINES

TFS Motorsport's 'Benchmark' ignition coils for R32, R33 and R34 Nissan Skylines feature unique internals that offer improved performance spark delivery during harsh driving conditions. Already popular with many members of the UK's GT-R community, these long-life coils are made out of quality materials and feature heavy duty plastic cases designed for tough use at the track and on the street. Tested in RB engines producing over 700bhp, the cool blue coil packs are currently being used on a wide range of race, drift and fast-road Skylines that star in their own project threads on the skylineowners.com forum. Place your order at the TFS Motorsport eBay store, where a wide range of other tuning parts are also available for purchase.

Price: £180

Contact: <http://stores.ebay.co.uk/TFSMotorsport>





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- › Pair of braided brake lines
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READERS' RIDES

WORDS: DAN SHERWOOD



EACH MONTH WE GET TONNES OF SUBMISSIONS FROM OWNERS WANTING TO GET THEIR CARS PLASTERED OVER THE PAGES OF THIS HALLOWED MAGAZINE. UNFORTUNATELY, NOT EVERYONE CAN GET A FULL FEATURE, AS WE'D SOON RUN OUT OF PAGES! BUT RATHER THAN LEAVE THEM FESTERING IN OUR BULGING EMAIL INBOX, WE THOUGHT THE BEST ONES COULD BE HONOURED HERE IN OUR NEW READERS' RIDES SECTION. SOME MAY EVEN GO ON TO BECOME FULLY-FLEDGED JAPANESE PERFORMANCE FEATURE CARS! SO KEEP AN EYE OUT ON FUTURE ISSUES, AS YOU NEVER KNOW, YOU MAY HAVE SEEN A SNEAK PEEK HERE FIRST! WE WILL ALSO BE PICKING OUR CAR OF THE MONTH, WHICH WILL WIN AN AWESOME MEGUIAR'S GOLD CLASS WASH & WAX KIT WORTH £25!

WINNER! DAN FROST'S EP3 HONDA CIVIC TYPE R
After a stint at a Run What Ya Brung meeting, Dan Frost was soon hooked on the quarter mile bug and his EP3 Civic has developed into a 750bhp monster capable of destroying the strip in just 9.87 seconds with a terminal speed of 154mph. The blown K20 motor now features a CPL fully sleeved block, CP pistons, Eagle rods, a ported head and Supertech springs and retainers. A Precision 6870 ball bearing turbo provides the boost and a twin plate Competition Clutch and M Factory limited slip differential help Dan deploy all that power to the Tarmac. A Hauser Racing 8.5 'cage lives inside the bodywork and a Deist parachute is perched at the rear.



GREG GRIFFITHS' NISSAN LEOPARD

We dig a bit of old school here at *Japanese Performance* and Greg 'Griffo' Griffiths' Nissan Leopard is proper JDM royalty. If you've never come across one before, you're likely not alone as the coupe is a super rare sight to say the least. Packing 17in Rays wheels, a custom lip and side skirts, it looks the business and, with an OEM spec including a digital dash, sonar auto damping suspension and a five-tape changer, we love it!



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BAZ HURLLOW'S EK4 HONDA CIVIC

Baz Hurlow's track-prepped Civic may only be a lowly EK4 model, rather than the scorching EK9, but with some choice mods he's built a car that any Honda fan would be proud of. Featuring a fully wire-tucked B18C4 engine conversion under the carbon fibre bonnet, with a Skunk 2 inlet manifold and a full Spoon N1 exhaust system, it's a rapid machine, and Baz makes full use of the extra ponies with Meister R coilovers and a host of bars, braces and bushes. A carbon boot and carbon EK9 spoiler complement the black weave bonnet and the blue Work E Wing Alpha wheels contrast perfectly with the clean white bodywork. Nice!



PETER PAYNE'S LEXUS IS-F

The Lexus IS-F is a rare beast on UK roads with reportedly only 200 in the entire country, so to be in possession of a modified version, such as Peter Payne's black bruiser, is even rarer. Packing a 417bhp V8 with a Hayward & Scott exhaust system it has the aural presence to back up its aggro looks and performance. Exterior wise, Peter has sourced a rear diffuser, wheels and a host of other parts from the US (where these models are much more commonly tuned) and also a vented carbon bonnet from UK specialist Garage Whifbitz, one of the few UK companies that stock parts for the big Lexus.



DANNY 'FAT DAN' SAGO'S SUBARU IMPREZA 'BUGEYE'

27-year-old Danny Sagu from Hull helps run a Subaru enthusiasts' group called Hull Scoobs and has been a true fan of the rally bred brand since his first taste of the all-wheel drive warrior when he owned a classic many moons ago. Like so many, Danny intended to keep the tuning to a minimum, but a blown bottom end soon saw a whole host of power producing mods slung under the iconic scooped bonnet. It now features a semi-closed block, AVCS heads, a TD05 hybrid turbo and a full 3in turbo back exhaust making around 300bhp!



MATT MCINNES' TOYOTA CELICA GENERATION 7

Matt McInnes' gen 7 Celica has gone from a show car to a go car after some track driving tuition gave the Celica nut the bug for tearing up the track. Under the bonnet is a tuned 2ZZ motor but a forged and turbocharged replacement is on its way. We love the custom made Evo front bumper and can see this being a serious weapon once Matt's plans are completed.





PROJECT HEL

COOL UNDER PRESSURE

HEL PERFORMANCE'S FK2 TYPE R TAKES THE TRIP TO GLOUCESTER TO VISIT FORGE MOTORSPORT FOR A NEW SET OF SEXY SILICONE HOSES, AN ALLOY BLOW OFF VALVE AND UPRATED INTERCOOLER

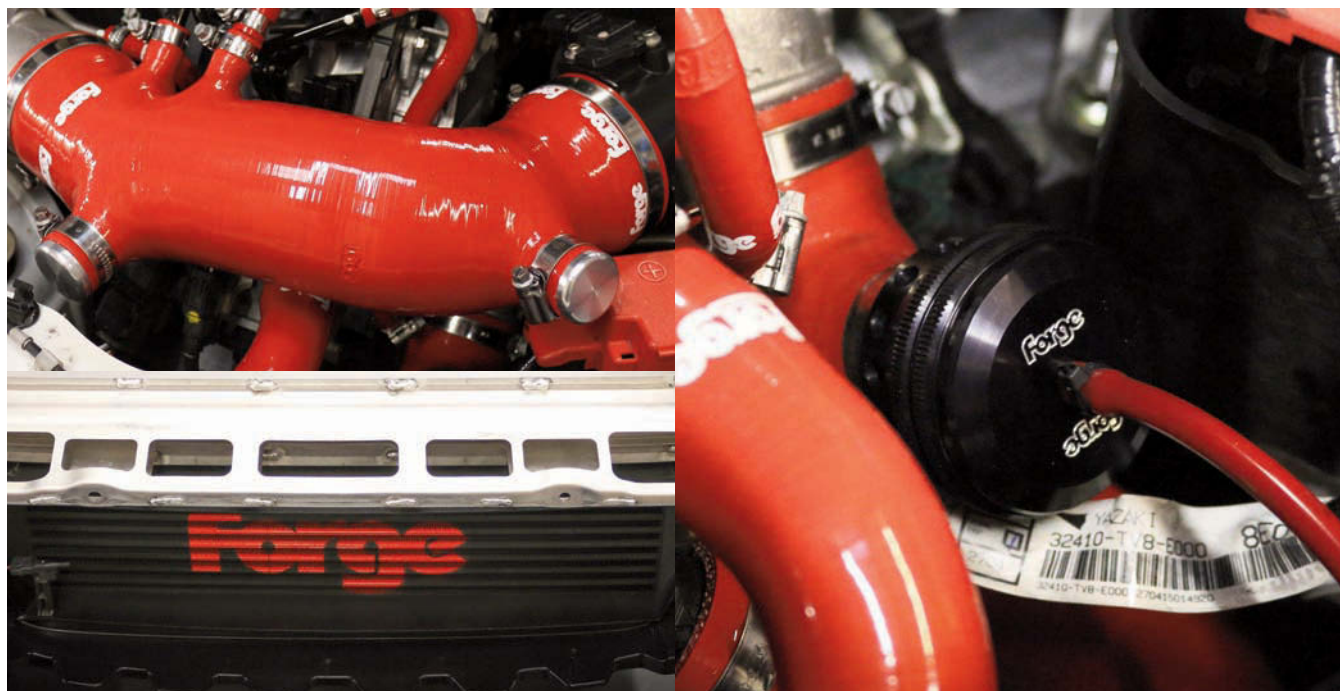
Based in Gloucestershire, Forge Motorsport has made a name for itself as a one stop fabrication shop for all things performance orientated, so when Hel's Ben Viner wanted to improve the Civic's cooling and reliability in lieu of more extreme performance mods in the near future, he knew that the team at Forge would be a safe pair of hands for the FK2.

As soon as the Type R was

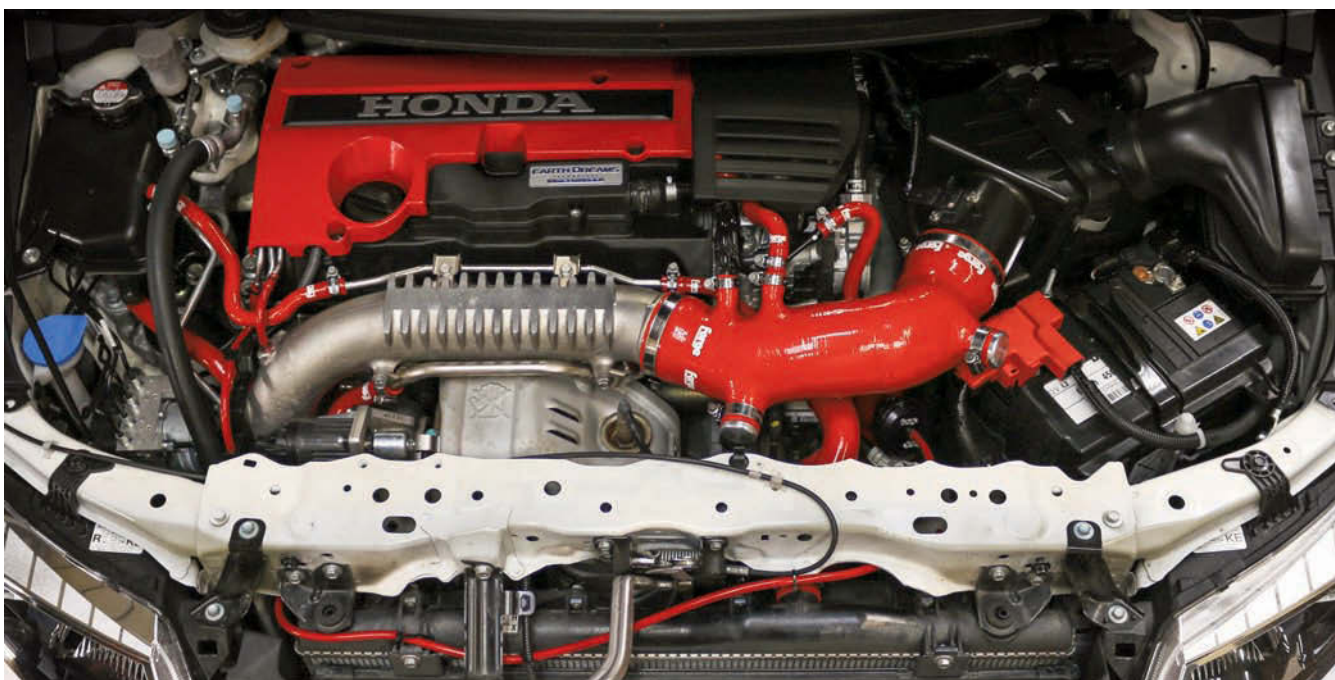
dropped off at Forge HQ the bonnet was opened and Forge's research and development manager Chris Lloyd had a butcher's at the fresh OEM motor. Chris cast his experienced eye over the boosted Honda lump and immediately identified areas where Forge's experience could improve on the standard setup. First up to get a performance makeover was the

car's OEM rubber coolant, boost and radiator hoses. Swapping your factory hoses to a silicone-based aftermarket equivalent has great advantages for older cars as the original rubber items can suffer from perishing and can split and leak over time, not being capable of withstanding the pressure within. It's also a chance to add a cool pop of colour to your engine bay, that

has the added benefit of also aiding reliability, too. For a brand new car, such as the Civic, the reliability advantages over the stock pipework may not be obvious straight away, but if you're considering upping the power further in the future, it's a great way to ensure you bulletproof your motor from any possible issues further down the line as the performance increases. It's also easy on the



THE NEW BLOW OFF VALVE IS AN ALUMINIUM PISTON-TYPE WHICH IS AVAILABLE AS EITHER RECIRCULATING OR VENT TO ATMOSPHERE MODELS



eye, too! Forge developed a comprehensive stable of upgraded pipes for the FK2 that pretty much replace all visible (and accessible) hoses with either black, blue or, like the Hel car, red upgraded alternatives.

Moving on from the pipes, Chris noticed that the stock blow off valve is a part that is common to Renault's turbo models and features a rubber diaphragm that is prone to splitting and leaking with age. To combat this issue, the team developed an aluminium piston-type replacement which

is available in either recirculating or vent to atmosphere designs, depending on whether you want the trademark turbo 'tishhh' or not after every gearchange. It should also be a fit and forget item that is immune to the leaking and splitting tendencies of the rubber OEM item.

Finally, it was the car's stock intercooler which came under fire from Chris's eagle eye.

'The factory 'cooler is pretty small and features plastic end tanks, which we've seen split and leak over time on other

such applications,' says Chris. 'To counter this we've designed our intercooler with cast aluminium end tanks to ensure it can take the pressure and last without leaks.'

The other issue the new 'cooler addresses is that of flow and cooling.

'In its stock form we noted that the charge was not cooling as effectively as we would like, especially if searching for more performance gains,' explains Chris. 'So our replacement item is not only taller and wider, but has a thicker core which has the benefit of improved airflow

and increased cooling meaning future boost increases will not be restricted by the intercooler flow or by overly hot intake temperatures.'

Coming in either crackle red or crackle black finishes, the new intercooler not only looks the part but aids reliability and future performance gains, too.

CONTACTS

Hel Performance
www.helperformance.com
 01392 811601

Forge Motorsport
www.forgemotorsport.co.uk
 01452 380999



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PROJECT TYPE R

EXHAUSTIVE STUDIES

WITH THE INDUCTION SORTED, IT WAS TIME TO MOVE ON TO THE EXHAUST WITH A DC SPORTS TUBULAR MANIFOLD AND CUSTOM EMP PERFORMANCE SYSTEM

Last month's update of our Type R project saw us liberating the K20's lungs by way of an ITG Maxogen carbon-fibre airbox and filter. As anyone who has ever had a hand in tuning cars will tell you, this is a very obvious first port of call when it comes to the process of extracting more power from your ride. What they'll also tell you, is that an induction kit fitted in isolation, is never going to produce the gains that it's capable of if the car's factory

fitted exhaust system is causing the waste gases to be held up at the other end.

When we bought the Type R, the previous owner had already attempted to go down this route by installing an air filter and cat-back exhaust – unfortunately, both left much to be desired. As we have found out first hand, although the K20 is an extremely tuneable engine, it's essential that you select the right modifications to see maximum gains.

The old, rusty exhaust was a Sportex item and featured no silencer on the mid pipe, and had twin 2.5in tailpipes. This meant that it was quite loud and droned on the motorway, which was something we hoped to 'tune out' with the new system. However, before we could start on the exhaust itself, we needed to look at improving on the standard manifold and catalytic converter. As you can see from the picture (below left) the factory manifold

has much tighter bends and smaller bore pipe work. The gas then has to pass through the cat, which is actually by far the biggest restriction in the system.

We spoke to Honda parts specialist Funky Power in Scotland to see what they would recommend and they suggested a de-cat manifold from US tuners DC Sports (£375), which was a system proven to work well on the K20. There are many replica manifolds out there at cheaper



THE DC SPORTS MANIFOLD VERSUS THE OEM MANIFOLD AND CAT. THE RUNNERS ARE A LARGER BORE THAN THE OEM ITEM AND FLOW MUCH MORE FREELY



THE FLEXI-PIPE SECTION STOPS THE MANIFOLD CRACKING. THE EXHAUST HAS LARGE SILENCERS AND A 'DOLPHIN TIP' TAILPIPE TO REDUCE THE NOISE

prices, but ultimately, with most tuning parts, you do get what you pay for, so bear that in mind if you try to save a few quid. The DC Sports manifold is a 4-2-1 design made from polished stainless steel and eliminates the catalytic converter. It also has a flexi-pipe to prevent cracking as the engine flexes on its mounts under load – although you do need to install uprated Energy Suspension engine mount inserts (which the Civic already had fitted) in order to preserve the warranty. Two O2 bungs are also included as well as wiring extenders to allow the re-fitment of the stock O2 sensors.

To fit the manifold and build us a suitable system, we contacted St.Albans-based EMP Performance. EMP specialise in making custom exhausts for all manner of performance cars so we knew they would do a top job on the Civic.

Once down at EMP HQ, the Type R was up on the ramp and the factory manifold and rusty old exhaust whipped off in no time. It was then just a case of threading the new manifold back up into position, bolting it into place and

re-attaching the O2 sensors. Then the harder part began...

Speaking to us to ascertain what we required from the exhaust – good flow, low noise and a tight fitment to give maximum ground clearance – they recommended a 2.5in bore, mandrel bend system, made from T316 grade stainless steel and TIG welded. They also specified a centre silencer box and a large rear silencer box with a single down-turned (or Dolphin-tipped) tailpipe, as it not only looks cool, but also further reduces noise.

Obviously, by fitting the DC Sports manifold and removing the catalytic converter, the system would immediately flow better than before, but that extra flow would be hampered if we simply fitted a system with bent pipe bends, as this effectively crushes the pipe, reducing the bore and slowing the flow. This is why mandrel bends are best for performance systems as they are pre-bent sections of pipe, which have a constant internal diameter and are cut and welded together to form the curved sections of the exhaust. That way, you are

retaining the maximum flow of the system, without restriction – it also looks pretty damn trick, too, with all the cool rainbow welds!

With the system all welded-up and the custom-made tailpipe angled to our personal preference, the custom hangers were installed and the job was complete. All that was left to do now was fire her up and see how it sounded. Twisting the key was met with a deep, but not droning, thrum which turns to a rasp when into VTEC. Even with the cat removed, which would increase noise on its own, the new exhaust never becomes tiring or boomy, even on long motorway drives. So not only is this a mod which should have increased power, but also our driving enjoyment, too!

THANKS & CONTACTS

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EMP Performance
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INSURANCE

Similar to adding an induction kit, as we did in last month's update, when it comes to exhaust systems their effect on your insurance policy is likely to be minimal. Speaking to modified insurance expert Adrian Flux, any loading on your policy is very much based on the increase in power that each mod provides. That means a mod such as a cat-back exhaust, which would likely only increase your bhp by around 5%, (if that, on its own on a NA application), would likely not warrant an increase in premium. However, combined with a de-cat and manifold, the bhp gains would be increased, and so too the loading, but only by an additional 5%. Combine the full exhaust system with an induction kit and bhp will be even higher, and again the loading will reflect this, but again, you would be looking at only a maximum of a 10% rise in your premium.



EMP'S DAVE PHILLIPSON FABRICATED THE EXHAUST WITH MANDREL BENT T316 STAINLESS STEEL AND TIG WELDING. IT LOOKS AND SOUNDS GREAT!

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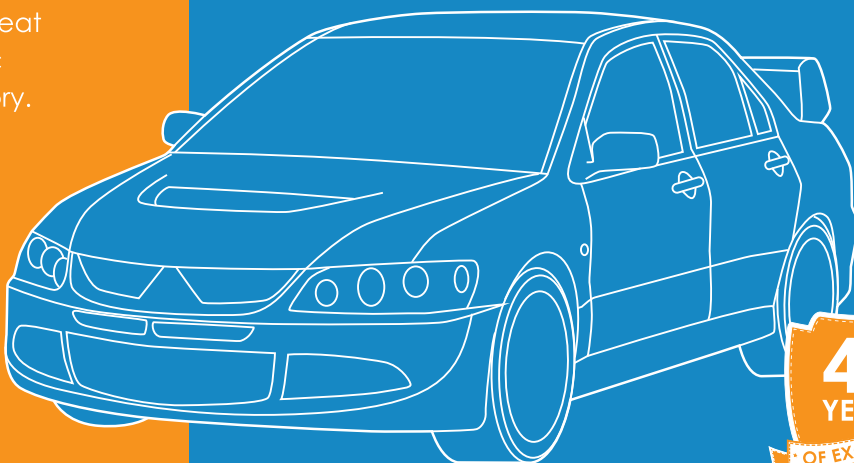
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WORDS & PICS: PAUL COWLAND

PROJECT WHITE STUFF

THE CAT'S OUT OF THE BAG

KEEN TO FURTHER ACCENTUATE THAT CHARACTERISTIC FLAT-FOUR RUMBLE, COWLAND'S BEEN FETTLING THE STI'S EXHAUST YET AGAIN!

I've said it before, a big part of a Subaru's appeal is its engine note. There's nothing like the offbeat grumble of that flat-four to liven up the morning commute, and the previous addition of the Milltek cat-back system had done much to accentuate this, ensuring that every tunnel presented a 'windows down' moment, while offering a sensible level of noise on the motorway. The best of both worlds, wrapped up in a hardy, stainless-steel wrapper, making it perfect for everyday use.

Although it was a great start, I had left the factory downpipe and front section in place. While I was keen to do that while the warranty was in place, now that it's firmly out of the window, I was happy to throw caution to the

wind and replace the whole lot from the turbo back. As I had been so happy with the Milltek gear so far, it seemed only sensible to stick with the same brand. Besides, living in Nottingham and with all Milltek exhausts being made just down the road in Derbyshire, it's always nice to feel like I'm doing my bit for East Midlands' employment! The Milltek front section can be ordered as either a fully de-catted version, or if you're trying to save the planet, like me (*Yeah, right! – Ed*), you can order it as a 200-cell Sports Cat version, complete with a race-quality HJS catalyst element inside. Although designed to swap directly onto the existing system, as per OEM, Milltek's engineers have taken the sensible option to increase

the throat size of the downpipe, which is massively blocked off on the original version, hugely restricting gasflow – and therefore horsepower. To create a truly perfect fit, the factory heatshield needs modifying to clear this bigger section – and the job was made to look easy, as usual, by my long-suffering TV sidekick Adam Hornby, who was kind enough to fit the system for me one afternoon.

With the exception of that one bit of surgery, the rest of the fitment was an absolute doddle, with just the repositioning of the lambda sensor a small additional task to make it all perfect. Adam quickly got the intercooler and associated paraphernalia back together, meaning we were soon ready for a road test!

Interestingly, despite the massive flow increase, the new Milltek system didn't bring any 'check engine' lights on, which is the usual state of affairs when de-catted – so that was one less future headache to plan for! The exhaust note is now a little deeper and gruffer, without being overly loud, and the car really does sound fantastic under full load. Best of all, the throttle response feels much crisper now, too, with the STI clearly feeling more responsive in every gear and quicker to the rev limit. I'm rather liking this environmentally responsible tuning, after all!

THANKS & CONTACTS

www.subaru.co.uk
www.millteksport.com
 Adam (Nottingham's Best Tech!) 07804 167645



THE NEW MILLTEK SPORTS CAT UNLEASHES MORE NOISE AND POWER BUT STILL KEEPS THE STI LEGAL WHEN IT COMES TO PASSING THE YEARLY MOT



PROJECT ROTARY

GUESS WHO'S BACK?

AFTER A LONG LAY OFF HAVING ITS BLOWN ENGINE REPLACED, PROJECT ROTARY IS BACK AND FIRING ON ALL CYLINDERS... OR SHOULD THAT BE CHAMBERS?

It's been a long wait but, finally, our Mazda RX-8, Project Rotary, is back on the fleet and, crucially, not just in the pages of the magazine, but actually being used on the streets for the first time, too. Cast your mind back and you might remember that when we introduced the RX-8 we picked up the car with a fatal engine problem. This was great as it meant we got the car for a song, but also meant that we have had to wait all this time to

get behind the wheel and test out all of the modifications that we've made to improve the mighty Mazda along the way.

But before we start to evaluate the upgrades, which we will do in more depth over the coming months, we feel it's only right to give an overview of what's happened to the car since we last saw it.

The last time it was in the magazine, the guys at Group B were dropping in the brand new

crate motor we sourced from Mazda and swapping the ancillaries over from the old motor. While they were at it, they fitted a set of uprated coilpacks from Rotary Revs, which come with an awesome lifetime warranty (coilpacks are a common Achilles' heel for the RX-8 causing a lot of engine problems) and some uprated NGK spark plugs from online spark plug specialists sparkplugs.co.uk. They also

installed an uprated induction kit to help the Renesis motor breathe more freely.

As is common with many modern cars, the choice of induction kit can be of crucial importance, as manufacturer airboxes can be very well designed and gains are hard won. Luckily we opted for Racing Beat's Revi induction kit from UK Mazda parts specialist, Mazda Rotary Parts (MRP). Clive Haynesford, MRP's bossman,



PROJECT ROTARY IS BACK ON THE ROAD AND WE CAN SAY THE AWESOME OHLINS DFV ROAD AND TRACK COILOVERS OFFER THE BEST RIDE WE'VE EVER FELT



THE RX-8'S INTERIOR IS SPOTLESS AND PROVIDES A PERFECT DRIVING POSITION. LIKE MANY MODERN CARS, UNDER THE BONNET IS A SEA OF PLASTIC

and very respected member of the rotary community, recommended the Revi as one of the few kits that actually is proven to increase power on the RX-8.

Designed very similar to the OEM item, the Revi is an airbox design that combines an increase in power without sacrificing driveability and still maintaining a factory idle.

Inside the airbox is a custom-designed K&N air filter unit, aluminum mass air-flow sensor tube, and a tuned-length air inlet horn. Unlike many of the aftermarket intake systems on the market, the Racing Beat intake system retains one of the important mesh screens to aid with the even distribution of airflow across the mass air sensor. The inclusion of this screen minimises the possibility of 'rough idle' issues that may occur if both stock screens are eliminated as with some kits.

Working with the design team at K&N Engineering, a

high capacity air filter was developed that allowed the positioning of a tuned-length intake horn inside the filter body. This filter design allowed Racing Beat's engineers to fine-tune the length of the air horn to maximise the performance potential. But whatever the science behind it, all we can say is it definitely seems to work, as we have no issues with idle and the power comes thick and fast. The airbox looks like an OEM+ option, too, which is in keeping with the rest of the engine bay.

There have been other mods which have been fitted when the engine was installed and we will cover them over the coming months. Items such as the excellent Mishimoto aluminium radiator, fans and all important oil cooler set up, plus the de-cat stainless steel exhaust system from Group B Motorsport themselves, which is not only free-flowing to produce good gains, but is surprisingly quiet for such a large bore system

that can spit flames when swapping cogs at the redline!

All in all, the RX is in surprisingly good shape now, with only some minor cosmetic issues to sort, such as the surface rust around the third brake light in the boot lid and some stone chips and scratches on the front bumper, bonnet and driver side door. Other than that, she's like a brand new car and we can see why Mazda's RX-8 is so loved among enthusiasts who can see past the fear of owning a rotary engined performance car. Now the real fun begins! – Dan

THANKS & CONTACTS

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Mazda Rotary Parts
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 01474 361800

INSURANCE

We fitted a brand new engine into Project Rotary, as the old motor had died before we acquired it. However, does an engine swap affect your insurance policy? We spoke to Adrian Flux to find out. According to the specialist brokers, as long as the engine is replaced like-for-like and doesn't feature any additional performance gaining add-ons, and is from the same make and model of car as the new recipient, then there should be no loading or change in your premium. But that doesn't mean you shouldn't tell them, as they need to log the new engine number to ensure that you policy is reflective of the car and you don't end up invalidating the insurance cover on a technicality. That phone call to your broker could save you thousands in the event of a claim!



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